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S O U T H W E S T D I X O N S P E C I F I C P L A N



W P M Planning Team, Inc.

Modesto, CA 95354

May 1995

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S O U T H W E S T D I X O N
S P E C I F I C P L A N

May, 1995

prepared for
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1 INTRODUCTION

1.1 THE SOUTHWEST DIXON SPECIFIC PLAN

Several property owners have filed annexation requests for property in Southwest Dixon. The City's recently-adopted General Plan update calls for a specific plan to be prepared for the Southwest Dixon area. This Southwest Dixon Specific Plan has been prepared to supplement the General Plan in providing a detailed set of goals, policies and implementation programs specifically geared for this area.



Tankhouse, Southwest Dixon

What is a specific plan?

As its name implies, a specific plan is a detailed document for the development of a particular area. A specific plan provides direction for all facets of future development, including the distribution of land use, the location of streets and other infrastructure, financing mechanisms, and development standards.¹ In this case, the Southwest Dixon Specific Plan implements the Dixon General Plan by creating a bridge between general plan policies and individual development proposals.

The Specific Plan policies and action programs are the basic guideline for how development should occur in the Plan Area. While the Specific Plan includes a land use plan (Figure 1-6) and various other plans and illustrations, these graphic representations of development should be viewed as schematic at this point in the planning process. The Specific Plan includes sufficient detail to determine land use density and basic infrastructure requirements, at a level much more specific than the General Plan. However, the City needs future flexibility in interpreting these illustrations of the Specific Plan. For example, the precise alignment of a local street may shift slightly as a result of additional refinement in a development plan.

Legal basis for the Specific Plan

All specific plans must meet the standards set forth by California law.² There is considerable latitude in what information is required. However, certain basic material must be included, including the following:

- The distribution, location, and extent of the uses of land, including open space.
- The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities.
- Standards and criteria by which development will proceed.
- Standards for the conservation, development, and utilization of natural resources.
- A program of implementation measures, including regulations, programs, public works projects, and financing measures.
- A statement of the relationship of the specific plan with the general plan.

1 State of California Office of Planning and Research, Specific Plans in the Golden State. Sacramento, CA, 1989, page 9.

2 California Government Code, Section 65451.

1.2 THE PLAN AREA

Figure 1-1 shows the regional location of Dixon, strategically located between the San Francisco Bay Area and Sacramento on Interstate 80. Figures 1-2 and 1-3 show the location of the Plan Area in relation to the existing community of Dixon.

As shown on Figure 1-4, nearly all of the site currently is used for agriculture, with level terrain. The site includes about 469 acres.

A Supplementary Study Area also is noted on Figure 1-5. Located between the Plan Area and the Southern Pacific Railroad, this area has been included for generalized planning purposes.

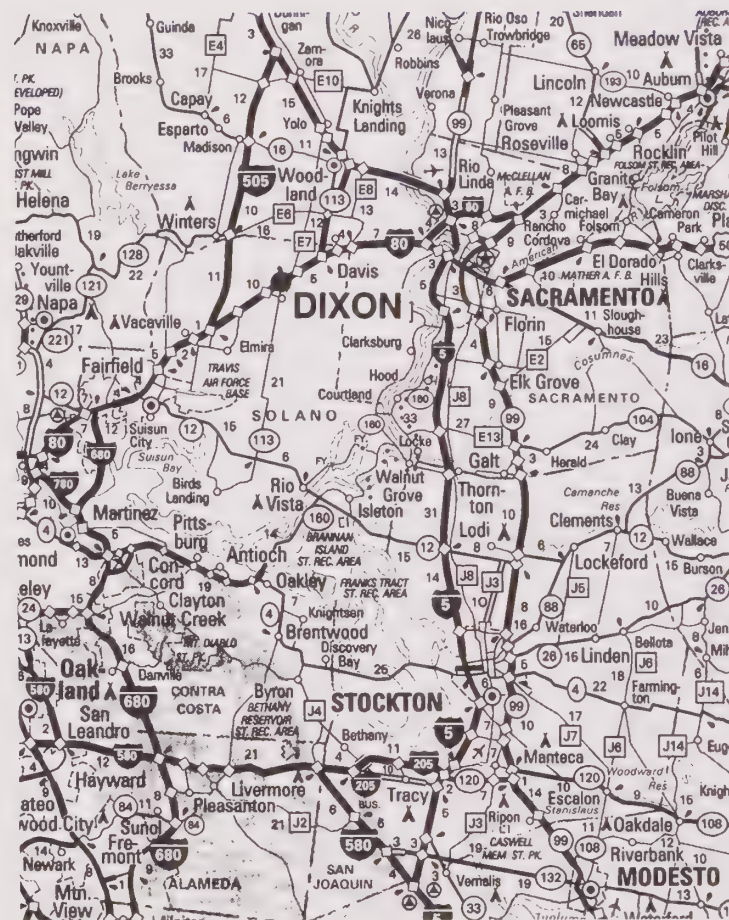


Figure 1-1: Regional Location

1.3 THE PLANNING PROCESS FOR SOUTHWEST DIXON

The Southwest Dixon Specific Plan has been prepared as part of a five-step planning and environmental review process.

- Step 1 - Opportunities and constraints. Identification of existing conditions which would be important planning considerations, with an emphasis on opportunities and constraints for development.
- Step 2 - Alternative development concepts. Twelve alternatives were prepared and reviewed by the City and by property owners in the Plan Area. A preferred development concept was identified which balanced the public objectives of the City with the private objectives of the property owners. The Southwest Dixon Land Use Plan and Circulation Plan in this report are the outcome of this process.
- Step 3 - Specific Plan preparation. This Specific Plan has been prepared to supplement the General Plan in guiding development in Southwest Dixon. The Draft Specific Plan is subject to revision and refinement as a result of public review, before its adoption by the City of Dixon.
- Step 4 - Environmental impact report. A program EIR was prepared to assess the impacts of the proposed project, as represented in the Draft Specific Plan document, and to recommend measures to reduce impacts not already premitigated in the preparation of the Specific Plan.
- Step 5 - Specific Plan adoption. Following public review and comment on the Draft Specific Plan, this document will be revised as necessary and adopted by the City.

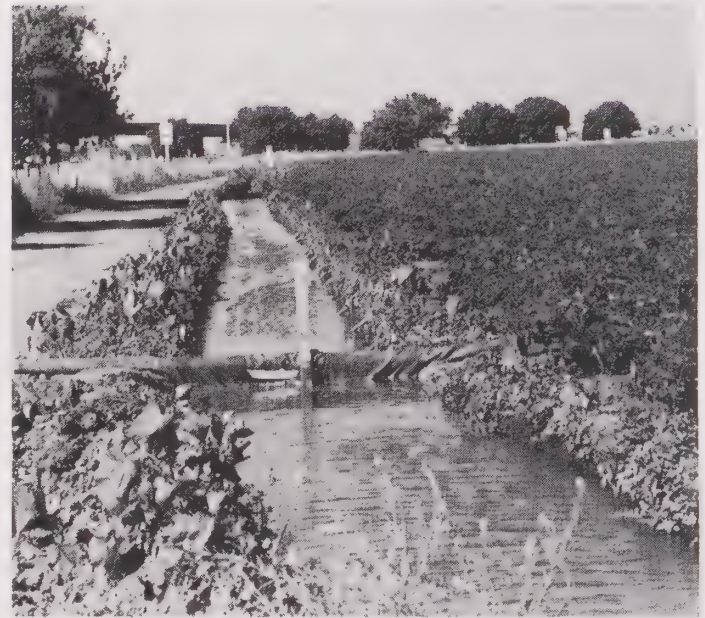


Dixon Central Business District

1.4 PLANNING CONSTRAINTS

Future urban uses in Southwest Dixon must acknowledge various factors which limit development potential. Figure 1-5 illustrates key planning constraints for the Plan Area.

- Prime farmland - most of the site is prime land used for agriculture.
- Noise - freeway and street noise is a constraint for noise-sensitive uses.
- Potential hazardous material sites - agricultural chemicals or other hazardous materials may need cleanup at these locations.
- Vegetation and wildlife - the small number of trees on the site have value for wildlife and visual contrast. The Plan Area includes foraging habitat for the Swainson's hawk.
- Obsolete interchange - the existing ramps for the West A Street/Dixon Avenue freeway interchange do not meet current design standards.
- Drainage is limited by the nearly-level terrain.



Irrigated field, Southwest Dixon

1.5 SPECIFIC PLAN GOALS

The Specific Plan sponsors are the City of Dixon and the property owners in the Plan Area. The sponsors propose to implement the development defined in the draft Specific Plan.

Public goals and objectives

The fundamental City goals and objectives for the Specific Plan are listed below. More detailed goals also are included in individual chapters of the Specific Plan.



Weyand Canal

Goal 1: Establish and maintain a compatible mixture of employment, commercial and residential uses in the Plan Area, to help the City achieve the balanced community intent of the General Plan.

Goal 2: Develop and maintain transportation and public service systems that will accommodate the development of the Southwest Dixon project and will mitigate anticipated impacts of site development on the surrounding community.

Goal 3: Accomplish the reservation of needed land for the development of community facilities that will serve Southwest Dixon development and which will enhance the surrounding community.

Goal 4: Development of Southwest Dixon should contribute to and enhance the identity and livability of the community as a place to visit, work and live.

Goal 5: Establish a high level of quality in the design of Southwest Dixon developments to serve as a standard for the community as a whole.

Project applicant objectives

The following private objectives are sought by the project applicants for the project:

- To provide residential, commercial, and industrial development that would be responsive to the needs of the surrounding community.
- Implement the Specific Plan as the comprehensive, cohesive plan for the physical and economic development of the project site.
- Contribute to the strength of the City and County economy by developing the site in a manner that would ensure that revenues will exceed expenditures.
- Implement and establish a development that is consistent with the City's General Plan within a twenty year buildout period.
- Establish a plan that will provide well-integrated land uses compatible with the surrounding area.
- Maintain a high level of quality in planning, design, landscaping and architecture in the project.
- Provide a variety of residential unit types, located close to shopping areas and public facilities.
- Realize a reasonable return on investment.
- Implement individual developments that are compatible with the land use designations shown in the City's adopted General Plan.
- Phase developments so that development will be orderly, timely, and well-planned.



Southwest Dixon Plan Area
looking west from Pitt School Road

1.6 SPECIFIC PLAN LAND USE MAP

Figure 1-6 illustrates the Land Use Map for Southwest Dixon. The Plan Area will serve as a cohesive neighborhood, centered on a community park, elementary school and neighborhood shopping area. Within this larger part of the community, smaller sub-neighborhood clusters of 100 to 300 homes will provide a small-scale sense of identity for residents. *Proposed zoning is shown in Figure 8-1.* Key features of the Land Use Map include:

- Community commercial center. Located along West A Street, this center will serve as a meeting place and activity center as well as a shopping area.
- Parks and open space. A community park site is centrally located, while neighborhood parks are provided within easy walking distance for residents.
- Schools. An elementary school is a focal point of the neighborhood.
- Public and quasi-public facilities. Specific Plan policies encourage the location of churches and places of worship as well as other quasi-public facilities in the Plan Area.

Land use designations

The following land use designations are used on the Land Use Map, Figure 1-6. Table 1-1 summarizes land use

acreages, densities, and intensities of use. More specific descriptions of these land use categories are found in Chapter 4 (residential), Chapter 5 (commercial and employment center), and Chapter 7 (public facilities).

RESIDENTIAL (Net Site Area* per unit)

LD - Low Density (7,000-19,999 S.F.) *R1-PD zoning*
MDL - Medium Density - Low (3,000-6,999 S.F.)
PMR-PD zoning
MDH - Medium Density - High (2,000-2,999 S.F.)
RM-PD zoning

COMMERCIAL

CC - ~~Community~~ General Commercial (*CN-PD zoning*)
HC - Highway Commercial (*CH-PD zoning*)

INDUSTRIAL

E - Employment Center (*CH-ML-PAO-PD zoning*)

OTHER

P - Parks
S - School
FS - Fire Station
F - Functional (Buffers)

* The residential designations express density in terms of net site area, or in relation to the square feet of land within the parcel or lot, excluding adjacent public road rights-of-way.

Table 1-1: Land Use Summary - Southwest Dixon Specific Plan

Maximum FAR (GP)	Bldg. SF ¹	Symbol	Land Use	Dwelling Units ²	Area (Gross Acres)
COMMERCIAL					
0.8	266,800	CC	COMMUNITY COMMERCIAL	--	24.5
0.8	185,130	HC	HIGHWAY COMMERCIAL	--	17.0
RESIDENTIAL					
		MDH	MEDIUM DENSITY-HIGH RESIDENTIAL (40 10.9 to 14 du/ac x 9 = 162 126 units)	90 98 to 126	9.0
		MDL	MEDIUM DENSITY-LOW RESIDENTIAL (60 4.68 to 8.5 du/ac x 147 = 1,250 units)	880 688 to 1,250	147.0
		LD	LOW DENSITY RESIDENTIAL (3 1.64 to 4 du/ac)	387 212 to 516	129.0
INDUSTRIAL					
1.6	511,830	E	EMPLOYMENT CENTER		47.0
OTHER					
		S	SCHOOL		10.0
		FS	FIRE STATION		1.0
		F	FUNCTIONAL BUFFER		9.0
		P	PARKS		
			Community and neighborhood parks		23.0
			Linear parks		5.4
			STREETS (Arterials and collectors)		47.1
	963,760	TOTAL		1,357 998 to 1,892	
		TOTAL AREA			469.0

¹ Assumes actual FAR of 0.25. (FAR = Floor Area Ratio). SF = square footage.

² The upper density for each residential land use category has been established to provide conformance with General Plan land use assumptions.

Population

Less than fifty people now live in the Plan Area. A total of ~~4,357~~ 998 to 1,892 dwelling units are projected for the Plan Area at buildout. The Dixon General Plan assumes an average density of three persons per dwelling unit. Based on this assumption, total population for the Southwest Dixon Plan Area would be about ~~4,071~~ 2,994 to 5,680.



West A Street

1.7 HOW TO USE THIS SPECIFIC PLAN

This report is organized by topic. After the introduction, Chapters 2 through 8 cover various areas ranging from land use to circulation and financing. In each topical chapter, there are goals, policies, and implementation programs provided to give clear guidance for development. These items are presented as follows:

Goals are shown near the beginning of the section, in bold type with a shaded background. They state a basic intent of the City.

Issue statements. Organized by specific topics, these statements identify an issue which is addressed in the Specific Plan.

Policies are provided to state the City's basic position on each issue. These policies provide direction to project applicants and City staff regarding the City's position on a given issue. Policies are purposely kept somewhat generalized, without specific measurements, which are more appropriate for action programs. Recognizing the need for flexibility in planning, policies also do not typically state an absolute position, such as a requirement to preserve all trees in the Plan Area.

IMPLEMENTATION PROGRAMS are distinguished by smaller type and a vertical bar along the left margin. Action programs provide specific implementing procedures to carry out City policies.

In concluding the Specific Plan, Chapter 8 discusses the implementation strategies which are needed for the plan to succeed.

Design guidelines are included in Appendix A of the Specific Plan. These guidelines provide detailed direction for architectural design, signage, landscape design and other facets of new development.

1.8 RELATION TO OTHER PLANS AND REGULATIONS

The Specific Plan is only one aspect of ongoing regulatory programs and planning efforts which would apply to Southwest Dixon. The Specific Plan has been prepared to mesh closely with other City programs, as noted below. Planning in Solano County has also been taken into account.

Dixon General Plan

The General Plan provides the impetus for this Specific Plan, by noting that a specific plan is required in this area of the City. State law stipulates that specific plans can be adopted or amended only if they are consistent with the community's general plan. A General Plan amendment may be needed to provide this consistency.

For proposed projects in Southwest Dixon, the Specific Plan provides more detailed guidance than the Dixon General Plan. For conditions where policies or standards on a given issue are not provided in the Specific Plan, the standards of the General Plan would continue to apply.

Zoning Ordinance

The City's Zoning Ordinance provides detailed land use regulations to carry out the policies of the General Plan.



Entry, Dixon police station

Dixon Design Standards

The Dixon Public Works Department has established standards for construction of streets, utilities, and other improvements. The Specific Plan street sections (Figure 6-3) include modifications to the City's street standards, in order to accommodate special conditions in Southwest Dixon.

Environmental Impact Report for the Specific Plan

An environmental impact report has been prepared for the Specific Plan. This report identifies adverse effects of build-out in Southwest Dixon, based on the Specific Plan. Certain implementation programs in the Specific Plan are identified as mitigation measures in the EIR.

Solano County General Plan and Zoning

The Solano County General Plan currently designates most of the Plan Area for agricultural use and zoning. With annexation to the City, the County jurisdiction in the Plan Area would be replaced by City jurisdiction, and the Dixon General Plan and Zoning Ordinance would take precedence.

City Bikeways Master Plan

The City's master plan for bikeways is described in Section 6.2 of the Specific Plan. The provisions of this plan would apply to the Plan Area. Amendments to the Bikeways Master Plan would be needed to include proposed routes in Southwest Dixon.

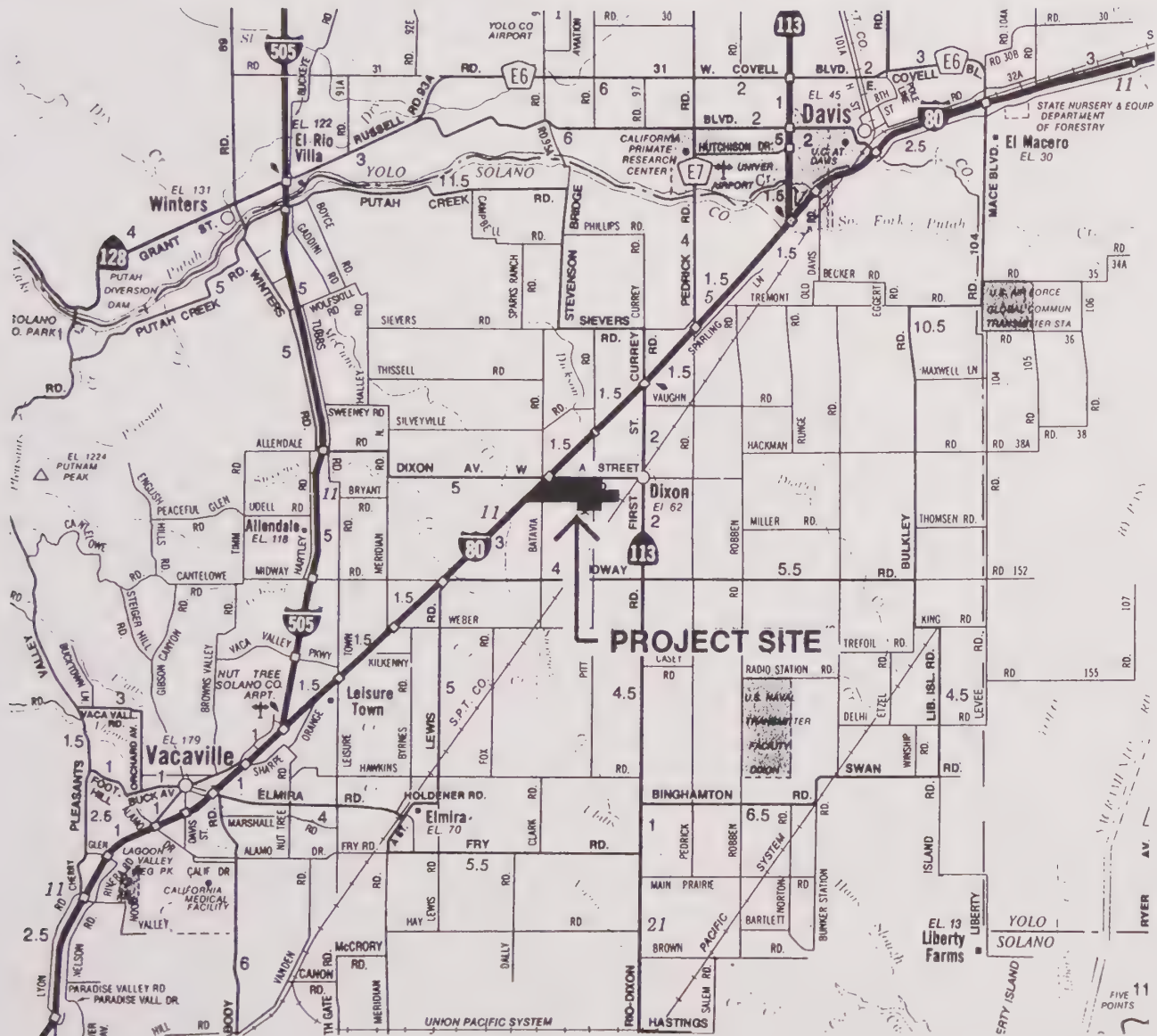


Figure 1-2: VICINITY MAP

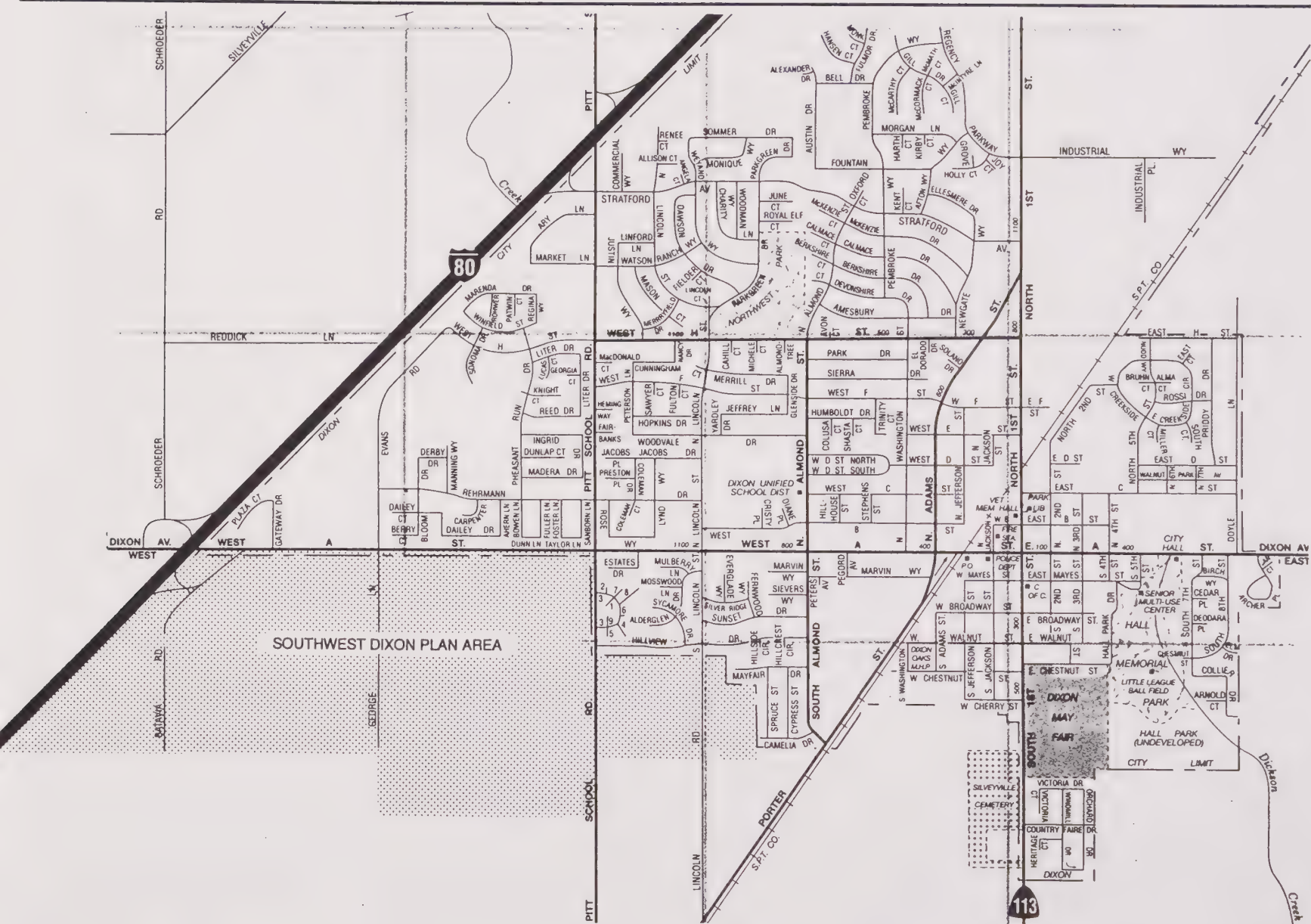


Figure 1-3: SOUTHWEST DIXON PLAN AREA

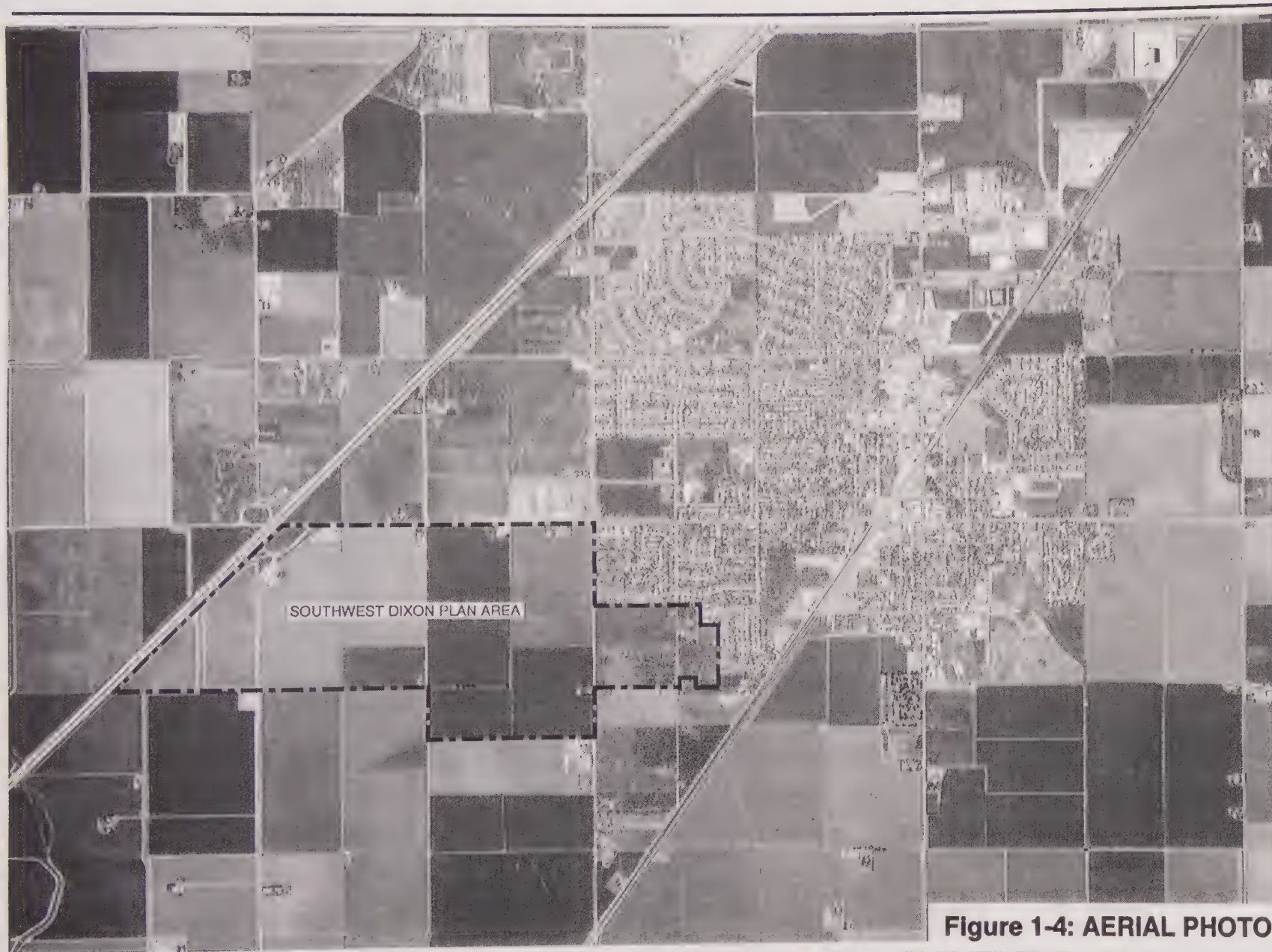


Figure 1-4: AERIAL PHOTO

SOURCE: WAC Aerial Photography, March 1992. Some recent development is not shown.

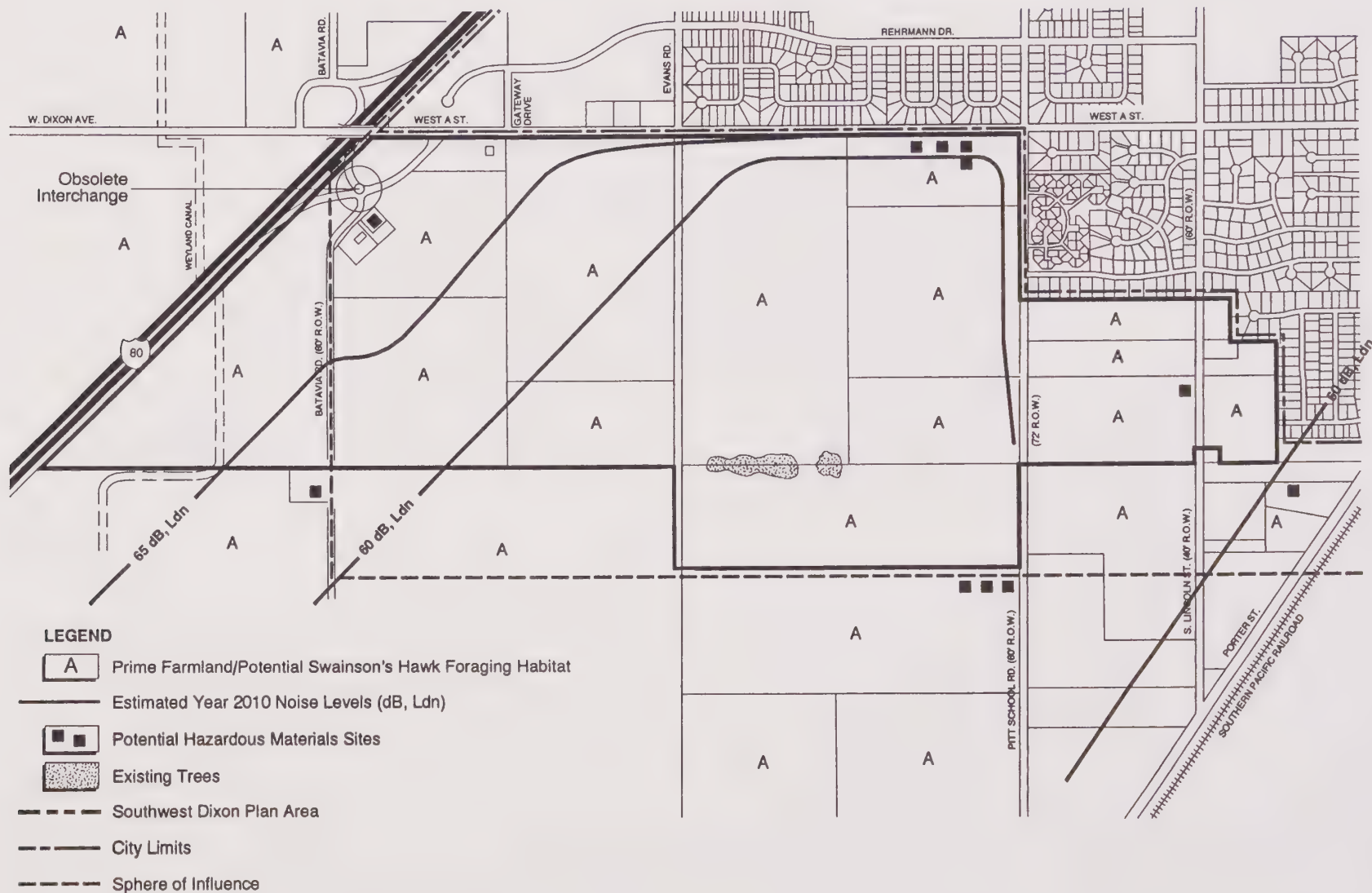


Figure 1-5: SITE CONSTRAINTS



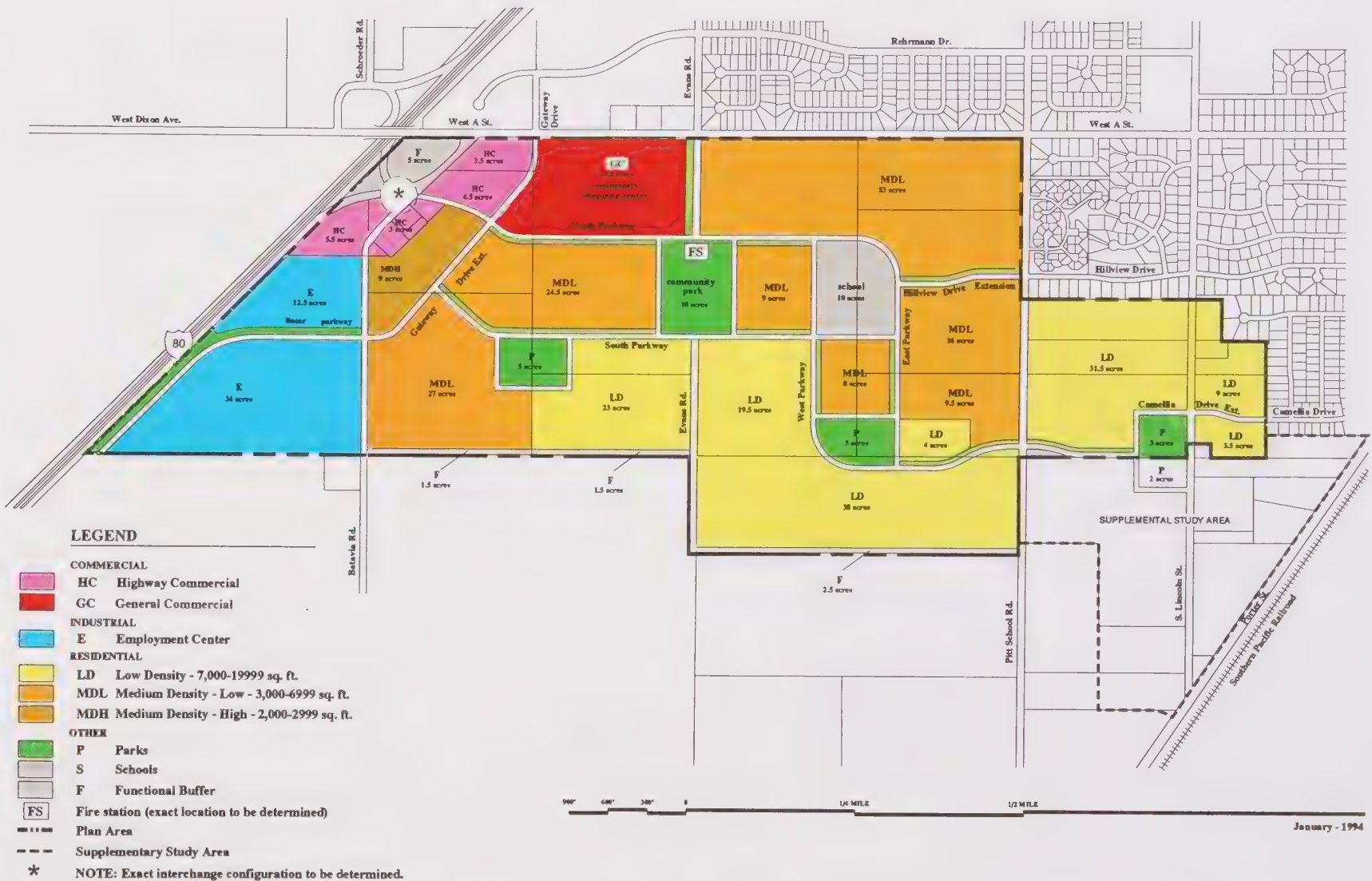


Figure 1-6: PROPOSED LAND USE PLAN

2 URBAN DEVELOPMENT AND COMMUNITY DESIGN

The distribution of land uses can have major effects on the environment, traffic congestion, safety, and quality of life for area residents and workers. In addition, sound land use planning is essential for the City's financial health and ability to provide services. This chapter of the Area Plan includes land use and community design goals, policies, and implementation programs for Southwest Dixon.

Land use diagrams and standards are provided in Chapter 1 of the Specific Plan. The land use goals and policies in this Specific Plan are based on an analysis of environmental constraints and opportunities in the Plan Area. Policies are supported by implementation programs at the end of the chapter.

To supplement the material in this chapter, Design Guidelines for Southwest Dixon are included in the Specific Plan. Other related material is found in these sections--

- Residential land use - Chapter 4
- Commercial and industrial land use - Chapter 5
- Public land uses - Chapter 7



Dixon Public Library

2.1 URBAN GROWTH AND DEVELOPMENT

Setting

The Dixon General Plan notes that indigenous peoples utilized the present Dixon area for centuries before the arrival of the first European settlers. The California Gold Rush in the 1840s and 1850s generated considerable traffic between San Francisco and Sacramento, following the general route of the present Interstate 80. The construction of the railroad just south of the Plan Area in the 1860s was the impetus for the settling of Dixon and the surrounding area.

Existing land use

The Plan Area has experienced relatively little change since the initial period of settlement.

Most of the Plan Area currently is used for agriculture. Commercial uses include a fruit stand and restaurants near Interstate 80. A number of existing rural residences are located along Lincoln Street, West A Street, and elsewhere in the Plan Area. Existing land use patterns are shown on Figure 2-1.

Current government programs

Figure 2-2 indicates jurisdictional boundaries in Southwest Dixon. City limits denote the incorporated areas of the municipality, while the "sphere of influence" refers to areas where city expansion is planned. ~~Most~~ All of the Plan Area currently is unincorporated, and is under the jurisdiction of Solano County.

City limits

The Dixon city limits border the Plan Area on the north and east.

Sphere of Influence

The Solano County LAFCO (Local Agency Formation Commission) has been formed to discourage urban sprawl and to encourage the orderly formation of local agencies. Under state law, LAFCO must review and approve or deny boundary changes and incorporation. LAFCO has established a sphere of influence for Dixon. Most of the Plan Area is included in the Sphere of Influence. However, the area west of Batavia Road is outside this boundary. *The City is currently in the process of amending the Sphere of Influence to be consistent with Plan Area boundaries.*

Property ownership

Figure 2-3 shows the pattern of land subdivision in the Plan Area. Most of the Plan Area has large parcels of 20 acres or more. Small parcels have been created for commercial uses near the freeway interchange, and for rural residences along Lincoln Street.

Land use regulations

Dixon General Plan. The City's General Plan, adopted in December 1993, provides land use diagrams and standards for future development. The General Plan also includes goals, policies and implementation programs. Figure 2-4 indicates the General Plan land use diagram for the Southwest Dixon area.

Zoning Ordinance. The Dixon Zoning Ordinance provides detailed land use regulations to carry out the policies of the General Plan.

County Land Use Regulations. ~~Most~~ All of the Plan Area is under the jurisdiction of Solano County. The County has a General Plan and zoning ordinance which currently regulate land use in the unincorporated parts of the Plan Area.

Figure 2-2 shows existing zoning in the area, including County agricultural zoning for most of the Plan Area, and some commercial zoning near the freeway interchange.

Southwest Dixon Land Use Plan

The Southwest Dixon Specific Plan Map (Figure 1-6) features a balanced land use approach, with an appropriate mix and arrangement of residential and employment-generating uses. Interstate 80 is a particularly important determinant of land use patterns in the Plan Area. Uses near this route have been planned to take advantage of the opportunities provided by convenient freeway access, while minimizing noise and other impacts on sensitive land uses.

Commercial, employment, residential and public land uses are discussed in separate chapters. However, it is important to emphasize the interrelationship among land uses, in order to minimize conflicts and to gain opportunities for convenient circulation and provision of City services.

Issues - urban development

- Without careful planning, new development in Southwest Dixon could result in inefficient use of City infrastructure.

Goal 2.1 Provide for orderly, well-planned, and balanced growth in Southwest Dixon, consistent with the limits imposed by the City's infrastructure and the City's ability to assimilate new development.

Policies - urban development

- 2.1.1 Balanced community.** Provide a balance of residential, commercial, and employment uses in Southwest Dixon, with commercial and employment uses near Interstate 80 and residential development emphasized in the eastern part of the Plan Area. [GP 2-2]
- 2.1.2 Development pattern.** In keeping with the City's General Plan, phase Southwest Dixon development in an orderly, contiguous manner. Residential development shall be contiguous to existing built-up areas, with commercial and employment-generating uses in strategic locations near the freeway. [GP 2-4, 2-5]
- 2.1.3 Public services and facilities.** New development shall occur only in areas where municipal services are available, and where adequate service capacity exists.
- 2.1.4 Interim uses.** Encourage the maintenance of agricultural uses in all undeveloped areas designated for future urban use in Southwest Dixon.

Implementation programs - urban development

- 2.1a Sphere of Influence.** The City shall request the Solano County LAFCO to adopt a revised Sphere of Influence for Dixon, based on the long-term development and conservation objectives expressed in the Southwest Dixon Specific Plan.
- 2.1b Urban Service Boundaries.** The City shall adjust primary and secondary urban service boundaries to conform to the proposed development pattern shown in the Southwest Dixon Specific Plan.
- 2.1c Annexation.** The City shall follow procedures established in the Dixon General Plan for annexation in Southwest Dixon.
- 2.1d Rezoning.** In conjunction with annexation, the City shall rezone properties to appropriate districts which are compatible with Specific Plan and General Plan land use designations (See chapter 8 for proposed rezoning map).
- 2.1e General Plan Amendment.** The City shall amend the Dixon General Plan as needed to provide conformance between the Specific Plan and General Plan.

2.2 COMMUNITY DESIGN

The Southwest Dixon Plan Area serves as the western entry for freeway motorists entering the City, and high-quality community design is particularly important in this gateway location. Superior community design treatment also is important for the quality of life for future residents.

Setting

The Plan Area is predominantly an agricultural landscape, bordered on the north and east by suburban residential development, Interstate 80 to the northwest, and agricultural land to the south. The terrain is nearly level, and there are no prominent landmarks. Landscape features include fields, farmsteads, rural residences, and some highway commercial structures.

Regional context. The Plan Area is part of the Central Valley, and the Coast Range provides a backdrop to the west. The Plan Area has special visual significance since Interstate Highway 80 borders the site on the northwest. Development of the site thus could potentially affect the visual image of Dixon for a large number of residents and highway travelers.

Local context. Figure 2-5 shows the local visual context of Southwest Dixon. Freeway pavement, bridges and off-ramps are a dominant feature in the northwest part of the Plan Area. Several freeway-oriented businesses also are located in this area, with large signs and parking lots.

Existing residential neighborhoods are located north and east of the Plan Area. The cluster of homes along Lincoln Avenue form a rural residential landscape, characterized by widely-spaced structures and established landscaping.

Existing government programs - community design

Dixon General Plan. Chapter 2 of Dixon's recently-adopted General Plan includes a number of policies relating to visual quality and community design. The General Plan also provides implementation programs for these General Plan policies

Zoning Ordinance. The City's Zoning Ordinance includes various requirements to protect the visual environment through controls on signage, lighting, height limits, setbacks, and landscape treatment.¹

- Land use regulation - Sections 12.04 through 12.18. A planned development district category is included.

1 City of Dixon, Zoning Ordinance. Adopted 1982 and updated June 14, 1990.

- Sign regulation - Section 12.20.
- Off-street parking - Section 12.23. Includes standard for glare.
- Screening and landscaping regulations - Section 12.26
- Energy and water conservation regulations - Section 12.27

Design Review Commission. Section 12.19 of the Zoning Ordinance requires site plan and design review for most new uses. The Dixon Planning Commission serves as the Design Review Commission.

Energy Conservation Guidelines.

- Section 12.27.02 of the Zoning Ordinance requires design of residential and commercial developments to encourage energy-conserving transportation practices while discouraging unnecessary automobile use. Bicycle racks are required for civic, commercial and industrial uses.
- Section 12.27.02 states that a single family dwelling shall be designed and oriented on the lot to enhance its energy conservation features, including both passive and active solar systems. Blockage of sunlight is restricted, and use of solar devices cannot be prohibited.

- Section 12.27.02 requires all parking areas to be landscaped so that their surfaces are at least 30 percent shaded in midsummer.

Southwest Dixon Specific Plan

The Southwest Dixon Plan Area will serve as a cohesive neighborhood, centered on a community park, elementary school and neighborhood shopping area. Within this larger part of the community, smaller sub-neighborhood clusters of 100 to 300 homes will provide a small-scale sense of identity for residents.

The Community Design Plan is shown on Figure 2-6. Key design elements include --

- Activity centers. The community commercial center and adjacent community park provide the primary focal point for activities in the Plan Area. The elementary school and neighborhood parks also will serve as activity centers for Southwest Dixon.
- Gateway. The West A Street interchange provides the initial image for motorists entering the City from the west. The Specific Plan includes detailed standards for landscape treatment in this location.
- West A Street corridor. The Specific Plan calls for special design treatment along this key access street to the City.

- **Freeway corridor.** The General Plan and Specific Plan emphasize the need for high-quality community design in this highly-visible corridor.
- **Parkways.** Special landscape treatment and bicycle/pedestrian paths are provided on these streets.
- **Buffers.** These areas are included to improve compatibility between urban and agricultural uses. The Specific Plan also calls for buffering to separate commercial and residential uses.
- **Employment center.** Special design standards are required in this area.

Issues - community design

- High-quality community design for the Plan Area will require long-term coordination among property owners and the City.

Goal 2.2 Achieve superior community design, with Southwest Dixon serving as a gateway to the City.

Policies - community design

- 2.2.1 Community character.** Development in Southwest Dixon shall maintain a continuity with the "small town" feeling of the older parts of Dixon, through the use of human-scaled buildings, pedestrian-oriented ambience, and generous use of landscaping.
- 2.2.2 Gateway treatment.** Provide special treatment along West A Street, particularly in the vicinity of the Interstate 80 interchange, in order to provide a positive community image at this entry point to the City.
- 2.2.3 Interstate 80 corridor.** New development adjacent to Interstate 80 shall have an attractive appearance or shall be screened from view. Maintain visual separation between developed areas of Southwest Dixon and the freeway corridor through the use of vegetation, landscaping, berms, and other alternatives to standard acoustical walls.
- 2.2.4 Signs and billboards.** To enhance the visual environment of Southwest Dixon, strictly regulate signs and billboards.
- 2.2.5 Utilities.** Require the undergrounding of utilities in all new developments in keeping with City standards. Require the removal of overhead utility lines and poles in Southwest Dixon.

2.2.6 Community design and transportation. Promote new development concepts that are conducive to use of public transit, bicycles, and other alternative transportation modes. Emphasize pedestrian-oriented development through the use of well-designed walkways, paths, and open areas that foster interaction of people.

2.2.7 Existing homes. New development shall be designed and landscaped to protect privacy and minimize visual intrusion for existing residents in the area.

2.2.8 Land use buffers. Provide buffers where necessary between incompatible land uses, such as public streets and recreation corridors, landscape screening, berms, walls, setbacks, and/or height limits. Provide landscape screening for parking lots and other uses which detract from scenic qualities.

2.2.9 Sound walls. Select noise barriers with consideration of visual quality. Explore alternatives to standard sound walls, including landscaped earth berms and building setbacks. Where sound walls are required, use vines or other landscape treatment to soften their appearance. Provide frequent offsets and architectural treatment to provide visual interest.

2.2.10 Light and Glare. Control light and glare generated by new development through the use of light fixture location, orientation, and shielding.



Policies - open space

- 2.3.1 **Open space system.** Plan parks in Southwest Dixon as part of Dixon's open space system, with neighborhood and community parks linked by greenways.
- 2.3.2 **Open space corridors.** Provide intensive landscape treatment in designated open space corridors to provide visual amenity.
- 2.3.3 **Open space buffers.** Provide open space buffers in Southwest Dixon to help define the City's urban boundary.
- 2.3.4 **Streets - landscape treatment.** To enhance the visual quality of Southwest Dixon through the generous use of street trees and other appropriate plant materials. In particular, make extensive use of canopy shade trees.
- 2.3.5 **Private open space.** Encourage the inclusion of private open space in new development, particularly in multifamily residential, commercial and employment center projects.

Implementation programs - open space

- 2.3a **Open space buffers.** As a condition of approval for new development, require open space buffers as shown on the Southwest Dixon Land Use Plan.
 - **Functional buffers - agriculture.** Require detailed planting and maintenance plans for these areas, consistent with the needs of nearby agricultural and urban uses. Include wildlife habitat where feasible. *Buffers may take the form of dedicated open space, or may be setback designations for uses on private property.*
 - **Functional buffers - freeway.** For buffers on private land, provide landscape and gateway treatment consistent with General Plan and Specific Plan standards. A minimum 20' open space buffer is required adjacent to freeway right-of-way.
- 2.3b **Street trees.** Require planting of street trees for developments in Southwest Dixon, in keeping with City requirements.
- 2.3c **Coordination.** Work with Caltrans to enhance plantings and landscape treatment on public land along Interstate 80, consistent with City policies and guidelines.

2.3 OPEN SPACE

Currently, open space is predominant in the Plan Area, with only small areas devoted to non-agricultural use. With new development in the Plan Area, an open space network will be essential to provide visual contrast and recreation opportunities.

Existing government programs - open space

Dixon General Plan

The General Plan includes various policies and programs to promote the development of an open space system, including parks and functional buffers.

Zoning Ordinance - density bonus for open space

Section 12.12A.15 allows the Planning Commission to authorize a density bonus for provision of open space in planned unit developments. The density bonus can be up to two dwelling units per every acre of natural open space.

Street tree regulations

The City of Dixon requires street trees in areas of new development.

Southwest Dixon Open Space Plan

Figure 2-7 shows the Open Space Plan for Southwest Dixon. The plan includes the following features.

- Community and neighborhood parks. Section 7.5 includes a detailed description of proposed new parks.
- Linear parks. These open space corridors link major activity centers in the Plan Area.
- Functional buffer - agriculture. These buffers are provided to improve compatibility of agricultural and urban uses.
- Functional buffer - freeway. This designation applies to State-owned land at the West A Street freeway interchange.

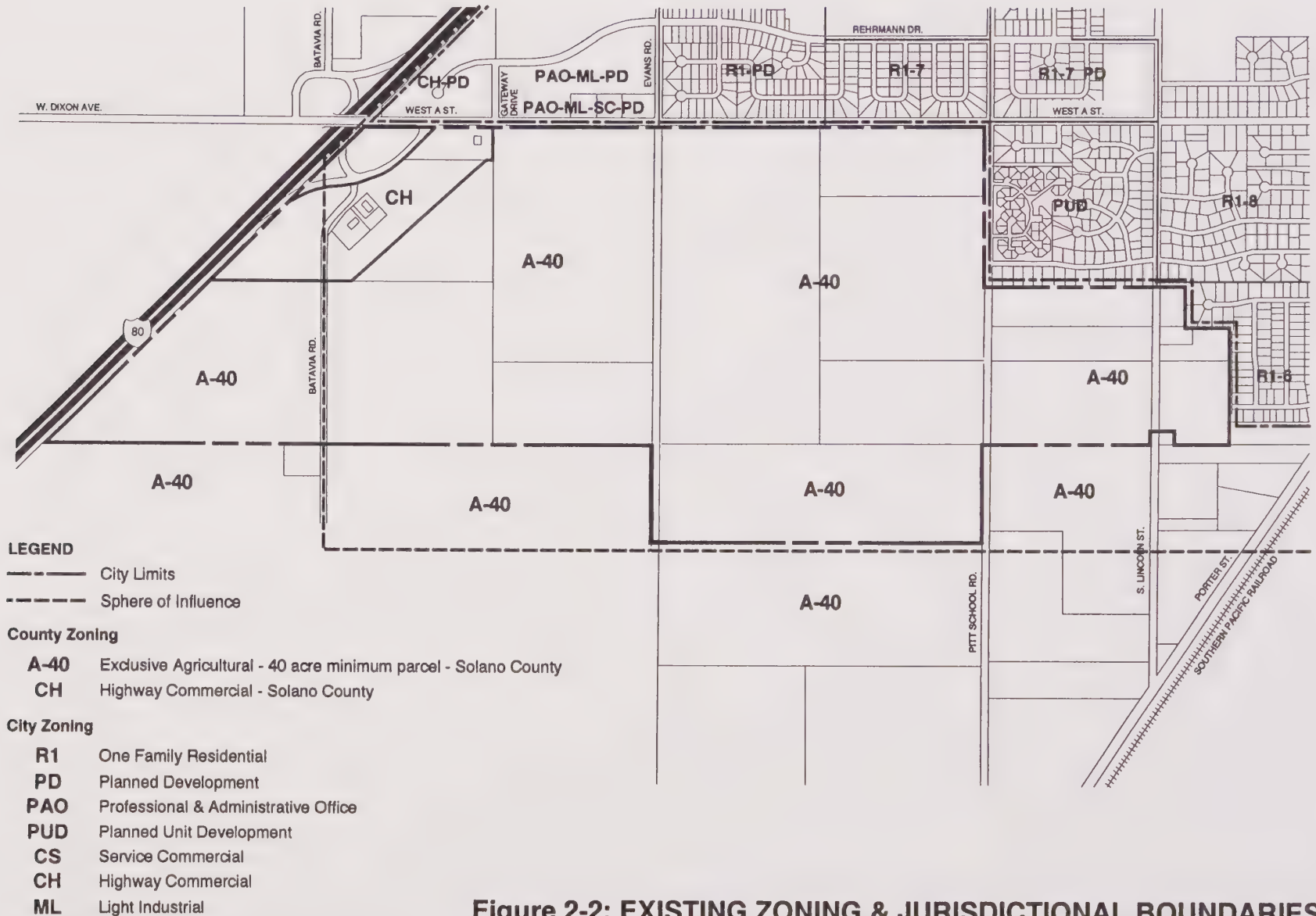


Figure 2-2: EXISTING ZONING & JURISDICTIONAL BOUNDARIES

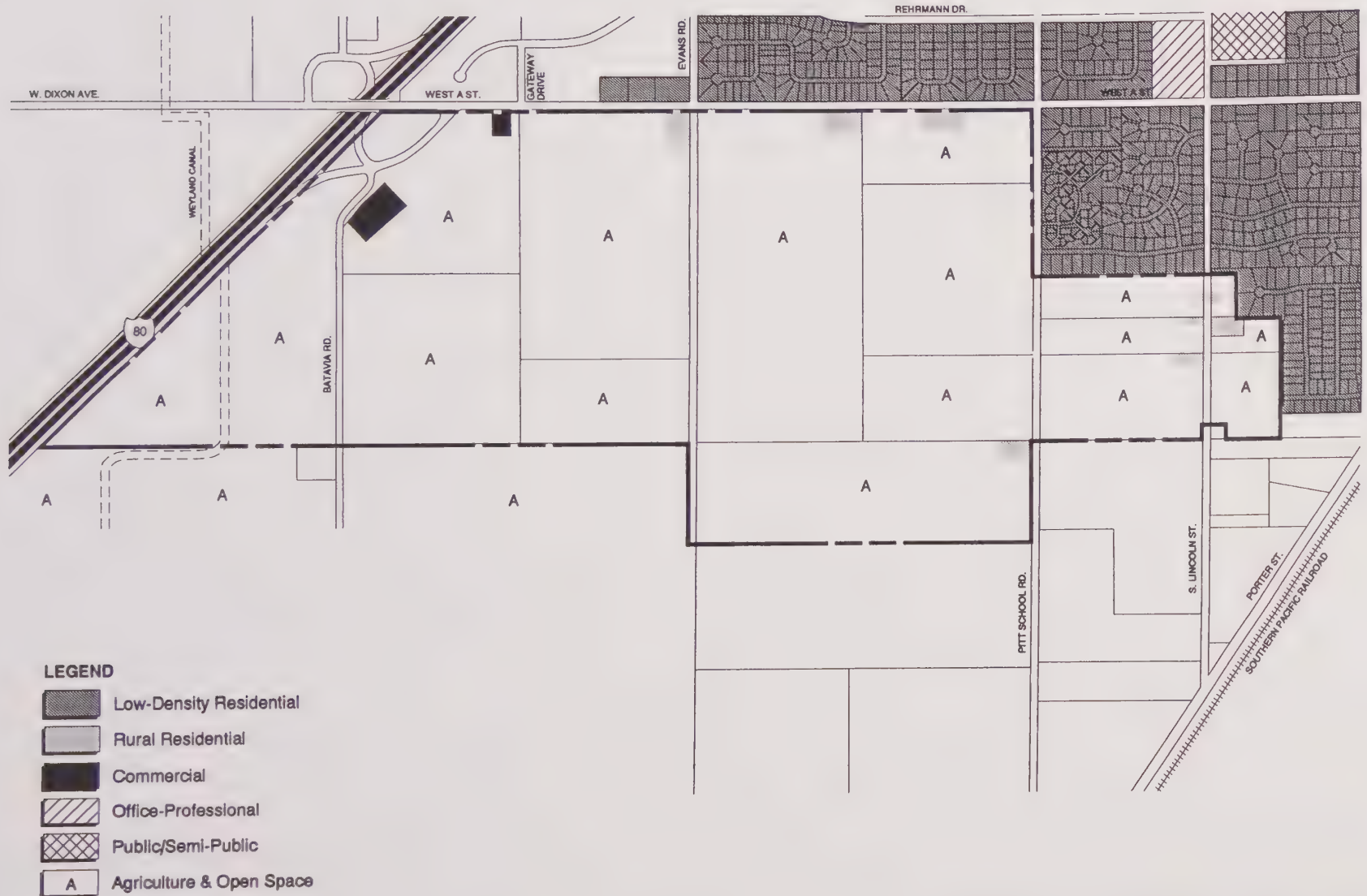


Figure 2-1: EXISTING LAND USE

RESIDENTIAL

- VLD VERY LOW DENSITY
(20,000+ SQ. FT.)
- LD LOW DENSITY
(7,000-19,999 SQ. FT.)
- MDL MEDIUM DENSITY - LOW
(3,000-6,999 SQ. FT.)
- MDH MEDIUM DENSITY - HIGH
(2,000-2,999 SQ. FT.)
- HD HIGH DENSITY (FOR SENIORS)
(1,500-1,999 SQ. FT.)
- FR FUTURE RESIDENTIAL (AFTER 2010)
(80/20 DENSITY MIX)

INDUSTRIAL

- PI PLANNED BUSINESS/INDUSTRIAL
- GI GENERAL INDUSTRIAL
- E EMPLOYMENT CENTER

COMMERCIAL

- D DOWNTOWN
- NC NEIGHBORHOOD
- CC COMMUNITY
- HC HIGHWAY
- SC SERVICES
- O PROFESSIONAL/ADMINISTRATIVE
OFFICE
- MU CORE AREA MIXED USE

OTHER

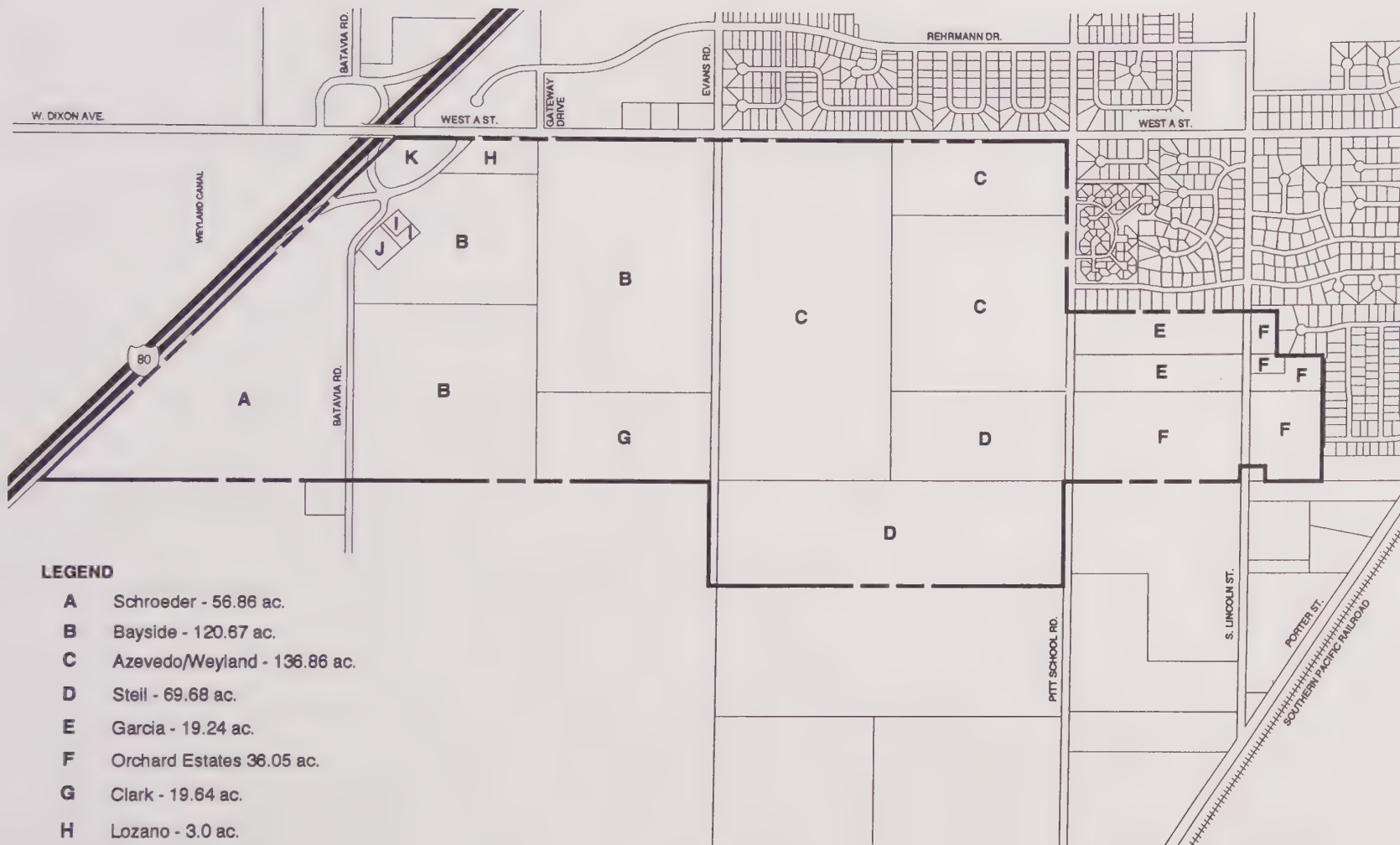
- A GOVERNMENTAL/INSTITUTIONAL
- P PARKS
- S SCHOOL BUILDINGS/PLAY AREAS
- F FUNCTIONAL (BUFFERS)
- A AGRICULTURAL

CIRCULATION

- FREEWAY
- PRINCIPAL ARTERIAL:
EXISTING ALIGNMENT
- MINOR ARTERIAL:
EXISTING ALIGNMENT
- MINOR ARTERIAL:
GENERAL FUTURE ALIGNMENT
- GRADE SEPARATION:
(GENERAL LOCATION ONLY)



Figure 2-4: GENERAL PLAN LAND USE DIAGRAM



LEGEND

- A** Schroeder - 56.86 ac.
- B** Bayside - 120.67 ac.
- C** Azevedo/Weyland - 136.86 ac.
- D** Steil - 69.68 ac.
- E** Garcia - 19.24 ac.
- F** Orchard Estates 36.05 ac.
- G** Clark - 19.64 ac.
- H** Lozano - 3.0 ac.
- I** Sadeghinia - 0.9 ac.
- J** Crittenden/Cervantes 0.9 ac.
- K** Caltrans Interchange R.O.W. - 4.2 ac.

TOTAL ACRES: 488

Figure 2-3: PROPERTY OWNERSHIPS



SOURCE: WPM Planning Team, Inc.

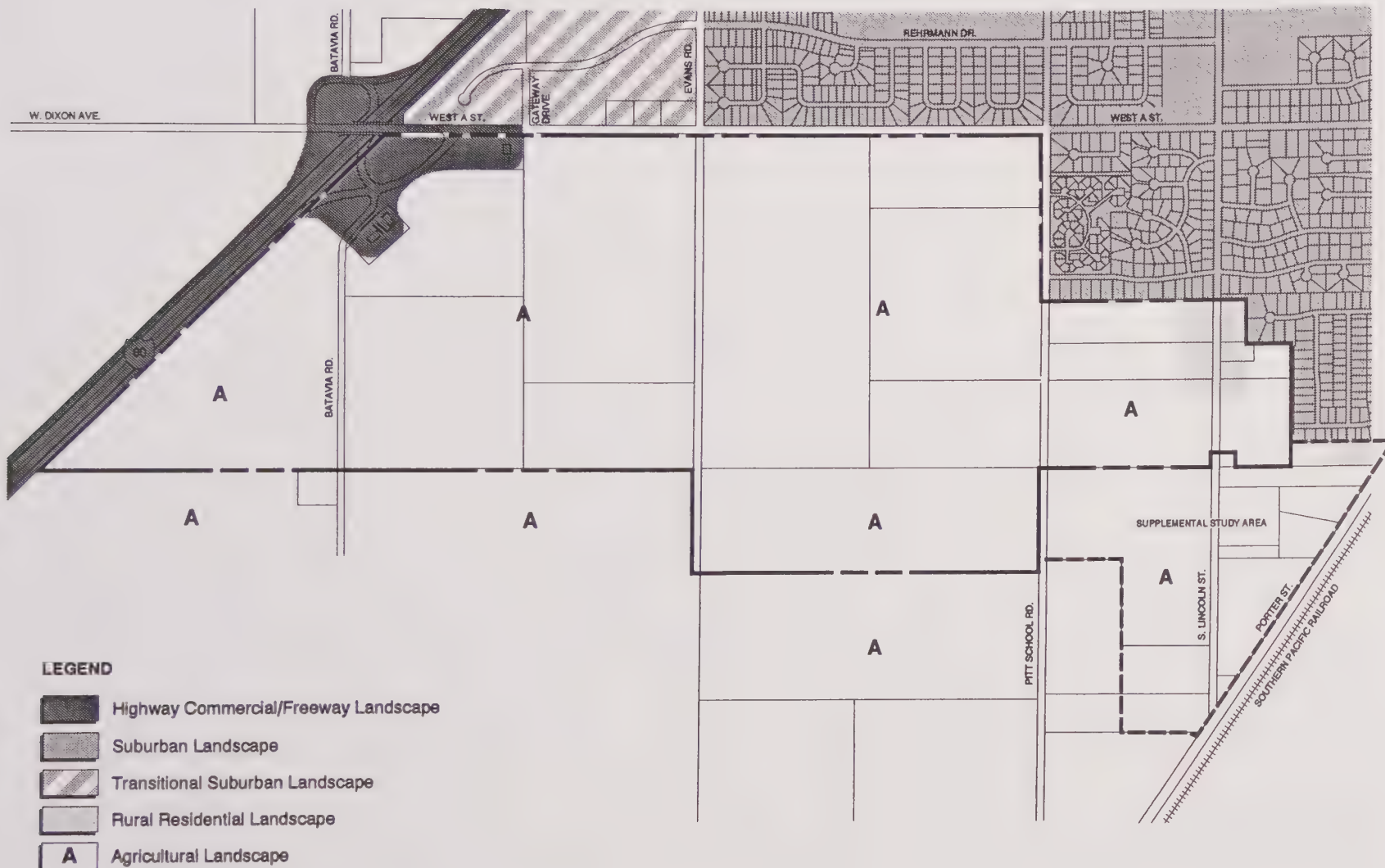


Figure 2-5: VISUAL CONTEXT



3 NATURAL ENVIRONMENT

This chapter focuses on the conservation and management of natural resources in Southwest Dixon. Protection of these resources is important to the area's economy and to the quality of life for Dixon residents.

Health and safety issues covered in this chapter include seismic hazards, flooding, noise and air quality. Drainage is discussed in Chapter 7.



Lincoln Street

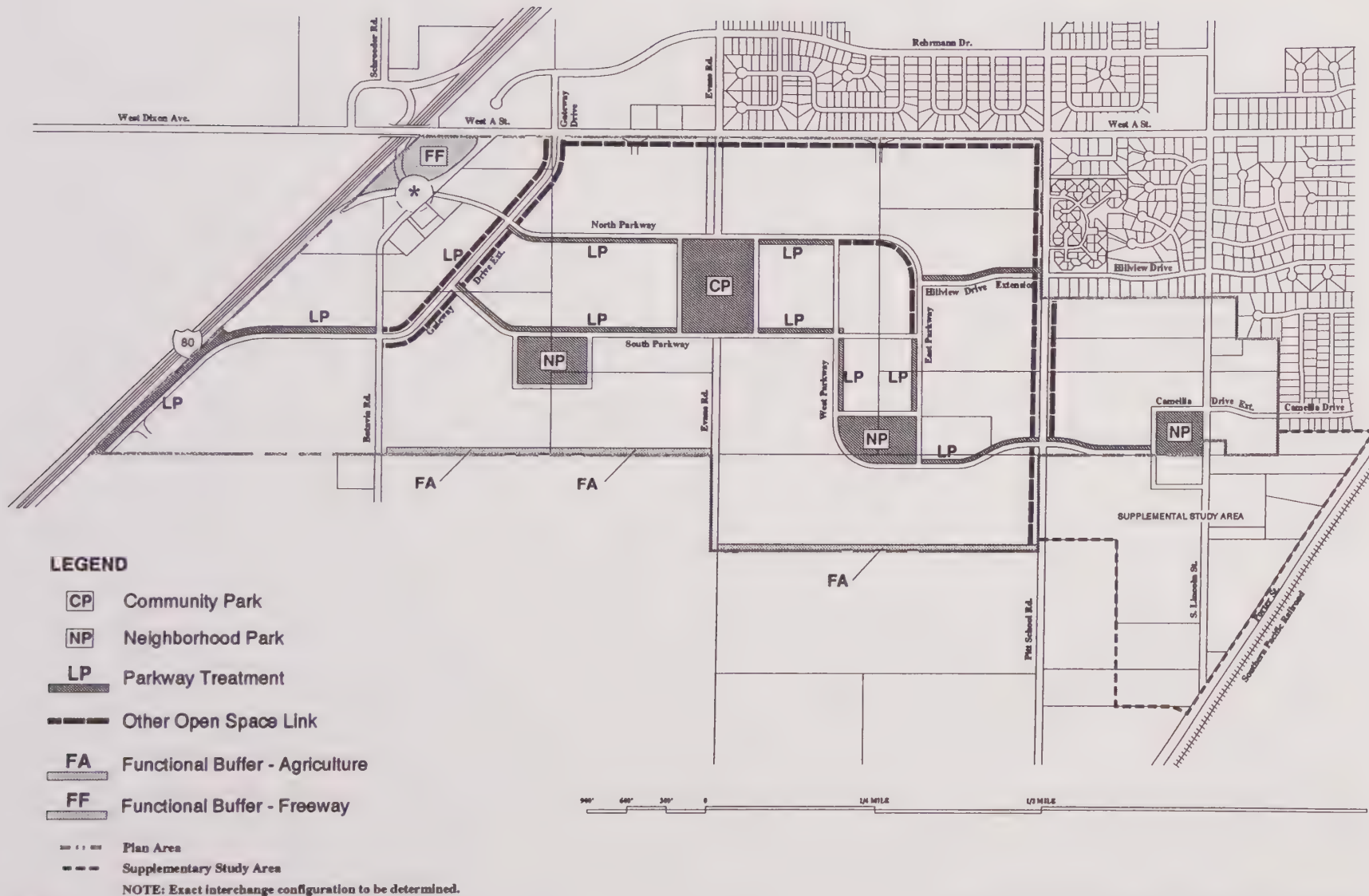


Figure 2-7: OPEN SPACE PLAN



Specific Plan - proposed land uses

- **Agricultural use.** At buildout, no agricultural uses are included in the Plan Area. The area to the south is planned to remain in agricultural use.
- **Functional buffers** are indicated along the southern Plan Area boundary, between agricultural and urban uses.

Issues - agriculture

- With development of Southwest Dixon, the existing agricultural uses would be replaced by urban uses.
- The existence of residential development near agricultural uses can present a problem for residents, due to odors, noise, flies, dust, and the use of pesticides in nearby farming operations.
- Residential development and other sensitive uses near agricultural operations often can affect existing farm operations. Effects can include restrictions on aircraft application of chemicals near residential development, vandalism and trespass.

Goal 3.1 To protect agricultural lands in Southwest Dixon from premature development, and to minimize conflicts between agricultural and urban uses.

Policies - agriculture

- 3.1.1 Agricultural land conversion.** The City shall prevent the premature conversion of agricultural uses to urban uses in the Plan Area.
- 3.1.2 Agricultural-urban conflicts.** The City shall protect existing agriculturally-related operations from potential land use conflicts.

3.1 AGRICULTURE

Agriculture is a mainstay of the Dixon area economy. The Southwest Dixon site is intensively used for agriculture, with tomatoes, sunflowers, grain, and alfalfa as principal crops in recent years.

All of the Southwest Dixon Plan Area is considered prime farmland, according to the California Department of Conservation. Prime farmland is California's most productive agricultural land. Most of the land in the project site (about 80 percent) is Class I soil, while the balance is Class II soil.

Current government policies and regulations - agriculture

Agricultural preserves (Williamson Act)

The California Land Conservation Act of 1965 (commonly known as the Williamson Act) established a voluntary tax incentive program for preserving agricultural and open space lands. A property owner enters into a ten-year contract with the County which places restrictions on the land in exchange for tax savings. The property is taxed according to the income it is capable of generating from agriculture and other compatible uses, rather than its full market value. Williamson Act contracts are renewed automatically each year, unless they are canceled by a county or city or one party files a Notice of Nonrenewal. With filing of a Notice of Nonrenewal, the contract will expire in ten years from that date.

Several Southwest Dixon properties are held under Williamson Act contracts with Solano County (see Figure 3-1). These properties represent more than half of the Southwest Dixon Plan Area.

Dixon General Plan Policies

- Policy III.E.1 supports the continuation of agricultural uses on land designated for urban use, until urban development is imminent.
- Policy V E.12 of the General Plan encourages agriculture as an interim use in vacant areas designated for industrial use.

Agricultural aircraft regulations

Aircraft operation in the vicinity of residential areas is regulated by the Federal Aviation Administration (FAA). The FAA prohibits operation of crop-dusting aircraft near or over residential areas. For instance, aircraft dusting farms near residences could be required to fly in only one direction and avoid project residences and recreational uses. This restriction would prohibit aerial spraying during adverse wind conditions.

County Agricultural Commissioner

For agricultural use adjacent to urban development, the County Agricultural Commissioner may restrict pesticide spraying on adjacent agricultural land.

- 3.1d Aerial Application Spray Restriction Easement. One of the following options shall be selected to minimize agricultural/urban use conflicts.
- (1) Easement on adjacent agricultural land. The applicant shall acquire an aerial application spray restriction easement with a width of 500 feet. This easement shall be secured for adjacent off-site agricultural lands before Final Map approval.
 - (2) Equivalent controls. The City shall determine that satisfactory long-term aerial spraying controls are placed on adjacent agricultural land, that these controls will not substantially affect the economic viability of agricultural uses in affected areas, and that an easement is not necessary.
- 3.1e Williamson Act Contract cancellations. The City shall verify that agricultural preserve contracts have expired or have been canceled on properties proposed for urban development.

Implementation programs - agriculture

3.1a Premature Agricultural Land Conversion. Do not approve projects which would prematurely convert agricultural land to urban use.

3.1b Urban/Agricultural Interface. For projects bordering agricultural use, require the following as conditions of project approval:

- Security fencing and signage. Permanent security-type fencing shall be installed and no-trespass signage posted along the interface between the project site and adjacent agricultural land, to prevent trespassing and littering on the agricultural land side of the fence.
- Right-to-farm notification. New residential residents shall be notified that the County has adopted a Right-to-Farm Ordinance to protect farmers from nuisance suits as a result of normal farming practices. Notification shall be provided in all Department of Real Estate Reports and in sales purchase agreements between builder/developer home sellers and buyers.
- Deed Disclosure statement. All proposed residential properties within 500 feet of adjoining agricultural properties shall have a deed disclosure statement regarding nearby agricultural use. This disclosure statement shall disclose that possible inconveniences to the occupants could arise from nearby agricultural uses, and that occupants should be prepared to accept intermittent inconveniences as a normal and necessary occurrence because of their proximity to agricultural land. Applicants shall furnish for the City's review and approval a procedure to ensure that future occupants of all affected dwelling units would be notified of this disclosure statement.

3.1c Ground Application Spray Buffer. Proposed developments next to farming operations which use Category I or II restricted materials shall include provisions to provide an interim or permanent agricultural buffer with restricted public access and adequate posting. This buffer shall separate ground application spray areas on adjacent agricultural land from housing and public use areas on the proposed development's site. Options include:

- (1) Buffer on proposed development site. A 100-foot wide ground spray buffer, or equivalent zone approved by the City, shall be designated on the proposed development's property adjacent to agricultural areas. No general public access or residential use would be planned within this buffer; or
- (2) Buffer on adjacent agricultural land. A 100-foot wide ground spray restriction easement, or equivalent width approved by the City, shall be secured on agricultural land adjacent to proposed housing or public use areas. The applicant shall be responsible for negotiating this agreement and providing the completed easement agreement to the City for review and approval; or
- (3) Combined or equivalent ground spray buffer. A combination ground spray buffer on the proposed development's site and restriction easement on the adjacent agricultural land shall be secured, with documents submitted to the City for review and approval. The City may determine that the aerial application spray restriction easement (see Implementation Program 3.1d) satisfies this requirement.

Government regulations - special status species

The Inventory of Rare and Endangered Vascular Plants of the California Native Plant Society lists no protected species for the USGS subquadrangle in which the Plan Area occurs. This finding is further supported by a lack of any sensitive species listing for the Plan Area acreage by the California Natural Diversity Data Base. The long agricultural history of this area lends support to this negative listing for the area since all plant species except the native walnut trees have been replaced by introduced forms, and the walnuts were most likely transplanted into that area as well.

Although a number of animals which have been designated endangered, threatened, a federal candidate species, or a state species of concern have geographic ranges which include the project site, the absence of any natural plant communities and permanent or seasonal wetlands excludes the use of this area by most.

The Swainson's Hawk is listed by the State as a threatened species. The Swainson's hawk persists in areas where rodent-producing cropland and large riparian woodland stands occur in close proximity to each other. These conditions do not apply to the Plan Area. No Swainson's hawks were seen on the site during the site visits.

The Northern Harrier raptor (*Circus cyaneus*) is a permanent resident of the Central Valley and is now highly dependent on agricultural rodent populations. Its decline is directly related to the loss of natural marshland foraging habitat and the present variability of cropland rodent pro-

duction as planting programs change from year to year. One specimen was seen on the southern edge of the project site foraging over an irrigation berm area. This raptor is unusual in that it nests on the ground, usually on a marsh edge where there is no disturbance. It is therefore unlikely that any pairs would nest on the project site in its present state. Because the current California Department of Fish and Game special animal listing specifies that the Species of Special Concern designation applies only to breeding pairs of this species, that absence of this activity on the project site nullifies any special consideration to its presence there.

The black-shouldered kite (*Elanus caerulea*) is listed as "fully-protected" by the California Department of Fish and Game. This small hawk is a meadow vole feeding specialist which hovers over fields with large rodent populations and then drops vertically upon its prey. In the Central Valley it appears to move from one crop area to another, depending upon the local abundance of the meadow vole. No specimens of this normally conspicuous raptor were observed on the project site, an observation which is supported by the relatively low meadow vole population in this area.

Issues - wildlife habitat

- Nearly all of the original wildlife habitat has been converted to farmland, which has very limited wildlife value.
- Existing trees on the site have wildlife value.

3.2 WILDLIFE HABITAT

Before human modification of the environment, most of the area now occupied by Dixon was dominated by native bunch grasses in an association called the California Prairie. This native vegetation has been almost completely eliminated by agriculture and other human activities in the Dixon area.

Figure 3-2 shows existing vegetation in the Plan Area. Except for the farmsteads and commercial uses on the site, all land within the Plan Area is presently devoted to agricultural crop production.

Only two small areas vary from the crop-dominated vegetative cover. One is a small ditch area which separates a sunflower and tomato field in the central part of the property. Here a variety of pioneer grass and forb species including wild oat (*Avena fatua*), black mustard (*Brassica nigra*), ripgut brome (*Bromus diandrus*), perennial ryegrass (*Lomium perenne*), and curly dock (*Rumex crispus*) provide a small sheltered area where some wildlife species may take cover, especially when adjacent crops are harvested or mowed. The other non-crop vegetative cover occurs in the form of small groves of California black walnut (*Juglans hindsii*).

The only readily observable wildlife species on the project site are birds. This group is dominated by agricultural area species such as the American crow (*Corvus brachyrhynchos*), western kingbird (*Tyrannus verticalis*), mourning dove (*Zenaida macroura*), rock dove (*Columba fasciata*), and barn swallow (*Hirundo rustica*). The castings of a barn owl (*Tyto alba*) were found beneath one of the large walnut trees in the center of the property, and one other raptor, the northern harrier (*Circus cyaneus*), was observed on one occasion foraging on the southern edge of the project site. A more varied assemblage of song birds exists within the farmstead areas.

The only wild mammal viewed in the Plan Area in conjunction with this study was the California ground squirrel (*Spermophilus beecheyi*). Populations of other rodent species appeared to be very low in most crop areas.

Because no standing water occurs on the project site, fish and amphibian species are not present, although the Pacific tree frog could persist in small numbers in the farmstead plots if standing water is present. The northwestern fence lizard (*Sceloporus occidentalis occidentalis*) occurs around the edges of some farmsteads where old woodpiles have created display and retreat areas for this reptile. The shed skin of a Pacific gopher snake (*Pituophis melanoleucus*) was collected in the Plan Area, but no live specimens were seen.

3.3 HYDROLOGY AND FLOOD HAZARDS

Groundwater is an important resource in Southwest Dixon. Area residents and ranchers depend on *Solano Water District water* and wells for their water supply, and the quality of ~~this~~ *the domestic water supply* is an important health consideration.

Existing conditions

Drainage patterns in Southwest Dixon are described in Section 7.4. There are no reported drainage or flooding problems in the Plan Area.

Government programs

Dixon General Plan. Figure 6 of the Dixon General Plan shows the 100-year flood zones as identified on the current Flood Insurance Rate Map prepared by the Federal Emergency Management Agency. None of the Plan Area is included in this flood zone.

Federal flood regulations. Flood hazard regulations do not apply to the Plan Area, since Southwest Dixon is not included in a 100-year flood zone.

State of California. Water quality regulations of the Regional Water Quality Control Board regarding would apply to development in Southwest Dixon.

Well regulations. The City of Dixon has adopted Ordinance 9007, which regulates the construction, destruction and monitoring of wells. This ordinance is based on the Solano County Well Regulation Ordinance.

Groundwater extraction. A study entitled *Report on Groundwater Resources of North Central Solano County* has been prepared for the Solano Water Authority, as part of work on a groundwater management plan.

Issues - hydrology and flood hazards

- Development of the project's existing farmland, as proposed by the Specific Plan, could result in a significant increase in the pollutant load in stormwater runoff
- Construction in the Plan Area could result in accelerated erosion. Stormwater runoff could discharge a sediment load into downstream receiving waters, degrading water quality. Construction equipment could leak oil, grease and fuel products, which could adversely affect receiving water quality.
- Flood hazards in the Plan Area could result from localized drainage problems.
- Increased stormwater runoff volume could affect downstream drainage facilities.

Goal To maintain and enhance wildlife habitat in
3.2 Southwest Dixon.

Policies - wildlife habitat

- 3.2.1** **Existing trees.** Protect existing healthy trees in the Plan Area, where feasible.
- 3.2.2** **Wildlife habitat.** Include plantings for urban-adapted wildlife habitat in parks for Southwest Dixon, consistent with safety and security needs.

Implementation programs - wildlife habitat

- 3.2a** Existing trees. For sites where there are existing trees, development plans shall indicate the location and size of trees. Unless there are compelling reasons for tree removal, existing trees shall be protected. Before beginning construction, provide fencing at the drip line of the trees.
- 3.2b** Wildlife habitat. The City's park plans for Southwest Dixon shall include appropriate wildlife habitat for urban-adapted species. Plantings shall be selected for low maintenance, safety and security needs.



Magpie in almond tree, Southwest Dixon

- Features to remain, such as trees or surface drains, shall be clearly defined and protected to prevent damage by construction activity.
- Collect and remove potential pollutants, such as sanitary wastes, paints, solvents and petroleum products, from the site.
- Reasonable care shall be used to ensure that construction activities do not track or spill materials into public streets. Materials shall be removed immediately if such spillage occurs.

3.3b Groundwater management. As part of application review, the City shall verify that proposed uses will not require substantially more water than typical levels of demand in Southwest Dixon. Any Plan Area nonresidential applicant proposing to use very large amounts of groundwater, substantially in excess of normal quantities for typical uses in the Dixon area, shall establish that a net loss of groundwater will not occur, or shall import water from outside the area. *The regional groundwater management plan shall serve as a basis for decisionmaking on matters regarding groundwater.*

- Increased stormwater runoff volume could affect downstream drainage facilities.
- Intensive groundwater use could result in overdraft and possible subsidence in the Plan Area.

Goal 3.3 To protect water quality and to minimize flood risk in Southwest Dixon.

Policies - hydrology and flooding

- 3.3.1 Regulations.** The City shall strictly enforce water pollution regulations in Southwest Dixon.
- 3.3.2 Master drainage plan.** The City shall require new projects to be in conformance with updated master drainage plans, in order to minimize localized flood potential.
- 3.3.3 New development.** Do not approve new development that would adversely affect water quality in the area's groundwater basin.
- 3.3.4 Groundwater withdrawal.** Take measures to assure that groundwater is withdrawn at a rate which does not result in overdraft and possible subsidence.

Implementation programs - hydrology and flood hazards

3.3a Erosion control plans. Detention Ponds A and C, as detailed in the Storm Drain Master Plan, will act as sedimentation ponds and will decrease downstream sediment loading. To further control sediment runoff from construction activity, project developers shall prepare and implement an erosion and sedimentation control plan prior to construction, and obtain an NPDES permit. These plans shall be prepared in coordination with the California Regional Water Quality Control Board and shall include the following Best Management Practices or equally effective measures.

- Project construction periods generally shall be limited to the dry months of the year (May through October).
- Temporary mulching, seeding, or other suitable stabilization measures shall be used to protect exposed areas during construction activities.
- Excavated materials shall not be deposited or stored where the material could be washed away by stormwater runoff.
- Staging areas for heavy equipment shall be established so that spills of oil, grease or other petroleum byproducts are controlled. All machinery shall be properly maintained and cleaned to prevent spills and leaks.
- Any substantial spills or leaks from the use of machinery and other heavy equipment shall be reported (if required by local, state or federal regulations) and cleaned up in accordance with applicable local, state and federal regulations.

Government policies and programs

State of California. The Office of Planning and Research has placed the Dixon area in Seismic Activity Intensity Zone II. This classification means that the maximum intensity of an earthquake would be VII or VIII on the modified Mercalli Intensity Scale. An earthquake of this magnitude would result in slight damage to specially designed structures, considerable damage to ordinary substantial buildings, and great damage to poorly built structures.

The Plan Area is not within a State of California "Special Studies Zone" as determined by the State Division of Mines and Geology.

Building code. The City of Dixon has adopted the Uniform Building Code, which includes detailed provisions for earthquake-resistant construction.

The Building Code also requires special design and construction methods for dealing with expansive soil conditions.

Issues - geologic and seismic hazards

- Earthquakes could cause injuries and damage to structures in the Plan Area.

Goal 3.4 To minimize loss of lives, injury and property damage due to geological and seismic hazards.

Policies - geologic and seismic hazards

- 3.4.1 Seismic hazard reduction.** The City shall strive to reduce the risks to life and property arising from seismic activity to an acceptable level.

3.4 GEOLOGIC AND SEISMIC HAZARDS

As in the rest of California, earthquakes and related hazards are a concern for Southwest Dixon. Proper building construction techniques are available to reduce seismic hazards.

Seismicity. The Dixon General Plan notes that the Midland Fault Zone traverses the Dixon area, including a portion of the Southwest Dixon Plan Area, but this fault is considered to be inactive. Active faults in the region include an unnamed fault 11 miles north of Dixon, and the Cordelia fault, approximately 20 miles southwest of the city. Unknown fault conditions may exist.¹ Moderate to strong ground shaking can be expected to occur in the Plan Area during the life of the project.

Liquefaction. This is a soil phenomenon where a water-saturated soil loses its strength during an earthquake. The Dixon General Plan notes that, since the water table is fairly high in the Dixon area, liquefaction of soils may occur in an earthquake. Structures supported by alluvium may experience some movement due to foundation heaving and differential settlement if liquefaction occurs.²

In the Plan Area, recent exploration on the Bayside property did not reveal the presence of soils with a significant liquefaction potential. Borings in nearby properties have not encountered sand deposits near the surface, and have also determined that the depth to water table probably exceeds thirty feet. Consequently, the potential for liquefaction appears to be low.

Slope instability concerns include landslides, mudflows, and other slope problems. Because of the relatively flat topography in Southwest Dixon, slope instability is not a major concern.

Subsidence. Pumping of groundwater, and other causes, can result in settling of the land surface. The General Plan does not document any subsidence occurring in the Dixon area.

Foundation instability. The surface soil under most of the Plan Area has a moderate to high expansion potential. As a result, the soil can heave or settle with seasonal variations in moisture content. This can cause damage to foundations, pavement, or other structures.

1 Dixon General Plan, page 22.

2 Dixon General Plan, page 22.

3.5 NOISE ENVIRONMENT

A number of existing and potential noise sources exist in the Plan Area, including highway and street noise, railroad traffic, recreational noise, and industrial and commercial noise sources.

Existing conditions

Existing noise conditions are shown in Figure 3-3. They include:

- Interstate 80 traffic. This is the dominant noise source in the Plan Area.
- Southern Pacific Railroad. The southeast corner of the Plan Area is within 1000 feet of the railroad.
- West A Street traffic.

Sensitive receptors are locations with people or activities which are susceptible to excessive noise levels. In the Southwest Dixon area, sensitive receptors include existing residential development adjacent to the Plan Area.

Current government regulations

Dixon General Plan. Chapter 3 includes technical information about noise-sensitive receptors, current noise conditions, projected noise levels, policies and implementation programs. The General Plan recommends acceptable community noise exposure levels for various land uses.

- Residential uses. For single family residential uses, noise levels of 60 dB (L_{dn} or CNEL) or less are considered to be normally acceptable, and the range 55-70 dB (L_{dn} or CNEL) is considered conditionally acceptable, with noise insulation features required in the building design. The range 70-75 dB is considered normally unacceptable, and over 75 dB is considered clearly unacceptable for residential use. For multi-family residential, the normally acceptable range is extended to 65 dB, and 60-70 dB is conditionally acceptable.
- Transient lodging and institutional uses. The acceptable noise levels are the same for transient lodging (motels, hotels), except that the normally unacceptable range is extended to 70-80 dB, L_{dn} or CNEL, with higher than 80 dB considered clearly unacceptable. For schools, churches and nursing homes, the acceptable levels of exposure match those for transient lodging, except that the normally acceptable range is extended to 70 dB.
- Other uses. Noise exposure up to 70 dB, L_{dn} or CNEL is considered conditionally acceptable for playgrounds and neighborhood parks, and over 72.5 dB is clearly unacceptable. For office, commercial and professional uses 70 dB or less is considered normally acceptable, and 67.5-77.5 dB is considered conditionally acceptable. For industrial uses, the acceptable range is extended to 75 dB, with 70-80 dB considered conditionally acceptable.

Zoning Ordinance. Section ~~12.2.4~~ 12.24 of the Dixon Zoning Ordinance includes *performance standards for the regulation of noise sources*.

Implementation programs - seismic hazards

- 3.4a Emergency Evacuation Plan. Verify that City emergency plans are satisfactory to cover new development in Southwest Dixon; make any necessary revisions.
- 3.4b Seismic hazards. The City shall strictly enforce the Uniform Building Code for construction in Southwest Dixon, to ensure that structures intended for human occupancy are designed and constructed to retain their structural integrity when subjected to seismic activity.

Policies - noise environment

- 3.5.1 **Land use pattern.** Establish a land use pattern in Southwest Dixon which is compatible with the noise environment.
- 3.5.2 **Traffic noise.** Require noise control measures for new development along major streets; promote the use of berms, setbacks, and grouping of uses, ~~as well as standard sound walls~~ *with sound walls used only where other methods are not feasible.*
- 3.5.3 **Construction noise.** Require new projects to include measures to minimize the effects of construction noise as well as long-term noise levels.
- 3.5.4 **Operational noise.** Apply City standards to control noise from commercial, industrial and other sources.
- 3.5.5 **Public facilities.** Design and operate parks and other public facilities to minimize noise impacts on nearby uses.

Implementation programs - noise environment

- 3.5a **Construction noise - hours.** Require the following as a condition of development approval.

Construction activities shall be restricted to limit noise disturbance of nearby areas. Suggested hours are 7:00 a.m. to 7:00 p.m., Monday through Friday, and 8:00 a.m. to 5:00 p.m. on Saturday and Sunday, as a maximum.

- 3.5b **Construction equipment silencers.** Require all noise-generating construction equipment to be equipped with factory installed or equivalent silencers, maintained in good working order.

- 3.5c **Residential noise mitigation.** The expected *traffic* noise ~~traffic~~ impacts in these areas shall be mitigated to acceptable levels by the use of setbacks, the construction of sound barriers, or some combination of both. While earth berms are preferred from both aesthetic and sound attenuation standpoints, they require more land for construction than sound walls (but substantially less land than a sufficient setback alone would require). Before approval of specific development projects along major roadways a noise study report shall be required to ensure that the design of sound barriers and noise impacted residential building facades is sufficient to mitigate outdoor and indoor noise to within City standards.

Other regulations. Several federal, state and local agencies have developed guidelines for evaluating the compatibility of different land uses and various noise levels.

Future noise levels

With continued development of the Central Valley, traffic volumes and noise levels are expected to increase. In areas where urban development replaces agricultural or undeveloped land uses, this development will substantially alter the local noise environment. The traffic generated by such projects may have a significant impact on local traffic noise levels.

The Plan Area will be impacted by transportation and other noise sources under both near term and cumulative development traffic conditions. The dominant noise source for the northern section of the Plan Area will continue to be traffic on I-80. In localized areas, the effects of noise from other sources will predominate. These sources include traffic on other roadways, the railroad bordering the Plan Area, recreational activities within the Plan Area, and industrial and commercial employment-related activities. Future noise conditions are shown in Figure 3-4.

Future sensitive receptors will include residences, parks and schools in the Specific Plan Area. Other potential sensitive receptors could include nursing homes and churches. Certain business or commercial land uses, such as professional offices, require consideration as moderately sensitive noise receptors.

The Specific Plan locates most of the more noise sensitive land uses away from major transportation corridors. This planning strategy has two technical advantages.

- The added set-back distance from the noise source allows for noise mitigation by simple distance attenuation, as the sound is dispersed in the atmosphere.
- The placement of structures in the intervening business, commercial, or industrial land use areas will provide some (often substantial) reduction of noise levels due to these structures acting as sound barriers.

Issues - noise environment

- Proposed development in the Plan Area would add vehicular noise due to additional traffic, as well as commercial and industrial activities.
- Residential land uses are planned along West A Street, Pitt School Road, the proposed Gateway Drive extension, and Batavia Road. The residential use areas will be affected by traffic noise from these arterials.
- Construction noise could affect nearby residential areas.

Goal 3.5 To protect existing Dixon residents and people in Southwest Dixon from the harmful effects of exposure to noise.

- 3.5j Noise management plan - employment center. A qualified acoustical consultant shall prepare a noise management plan to mitigate the effects of potentially noisy industrial, commercial, and business uses on nearby sensitive receptors. This plan would include restrictions on business activities, and would include setbacks or sound barriers as necessary to comply with Dixon General Plan noise standards, as well as with applicable noise regulations.

Because all of the planned residential areas are buffered from I-80 by non-residential land uses at full buildout, it is likely that future structures in the intervening areas will serve to attenuate I-80 traffic noise levels to less than 60 dB, L_{dn} at the residences at the time of project buildout. This would leave the arterial streets as the only source of potentially significant noise impact. Generally speaking, at the projected travel speeds, the significant impact would be limited to the first row of homes in each case. Higher actual travel speeds than assumed for this assessment would raise the traffic noise levels above those predicted. When individual development plans are prepared, expected travel speeds and predicted noise levels should be recalculated, and noise mitigation measures shall be designed by a qualified acoustical consultant. The measures shall be adequate to mitigate the expected noise impact to less than significant levels for the planned residences.

- 3.5d** Noise mitigation - business and commercial uses. Noise mitigation measures will be necessary at any proposed hotels or motels exposed to traffic noise levels in excess of 60 dB, L_{dn} . This will include any development on parcels contiguous with I-80. These measures could include a combination of setbacks, sound barriers, and facade design elements sufficient to mitigate exterior noise to acceptable interior levels within the guest rooms. The mitigation measures shall be developed by a qualified acoustical consultant before approval of site development and building plans.

The need for mitigation should be evaluated for any other type of planned business or commercial use on parcels contiguous with I-80, exposed to transportation noise in excess of 67.5 dB, L_{dn} .

- 3.5e** Noise mitigation - industrial uses. Sound barriers, setbacks, site layout and facade design elements shall be evaluated as methods to mitigate the impacts of transportation noise sources on noise sensitive industrial uses subject to projected future noise levels greater than 70 dB, L_{dn} .

- 3.5f** Noise reduction - existing residential areas. The adequacy of existing and planned sound barriers along the north side of West A Street and along the east side of Pitt School Road south of West A Street shall be evaluated by a qualified acoustical consultant in relation to the traffic noise levels predicted for cumulative development conditions (including the Southwest Dixon Plan Area).

- 3.5g** Recreation facility noise. Noise from recreational facilities, such as excessively loud cars or portable stereo systems, shall be mitigated by enforcement of applicable noise standards.

- 3.5h** Public facility planning. Parks and other public recreational facilities shall be planned to minimize exposure of noise sensitive receptors to recreational noise. Relevant noise mitigation measures include siting of streets and access roads between the facility and its neighbors, use of berms to block sound (for example, around public pools or school yards), and strategic placement of on-site structures.

- 3.5i** Noise performance standards. The General Plan calls for the establishment of City of Dixon noise performance standards. Following development and implementation of standards, enforcement of the performance standards should be adequate in most cases to mitigate potential impacts to a less-than-significant level. During the planning stages of industrial and commercial land uses, a qualified acoustical consultant shall evaluate the expected noise impacts and shall design appropriate mitigation.

Government regulations

State and Federal air quality regulations. The Federal Clean Air Act and the California Clean Air Act establish legal requirements for air pollution control. The Environmental Protection Agency administers the Federal Clean Air Act. The California Air Resources Board (CARB) is the state agency responsible for coordinating efforts to meet and maintain the state and federal standards.

Yolo-Solano Air Pollution Control Quality Management District (AQMD). This is the regional agency responsible for local air quality in Solano County. The District operates under the guidance and review of the California Air Resources Board, and has primary responsibility for permitting stationary sources within the District, which includes the Plan Area. The District published an Air Quality Attainment Plan for ozone and particulates (PM₁₀) in 1992. This Plan is intended to include all feasible measures to achieve emission reductions for ozone precursor emissions and particulates within the District. A three year review of the Plan ~~will be~~ *is being* undertaken ~~in 1994~~.

Dixon Zoning Ordinance. Section 12.24 of the Dixon Zoning Ordinance includes *performance* standards for air quality.

Issues - air quality

- Construction of new projects in the Plan Area could result in air pollution from construction equipment and other sources.
- Development of the Plan Area will create new commercial, industrial, residential, and transportation-related sources of air pollutants.
- Fireplaces and wood-burning stoves in new homes would generate air pollutants.
- Dust and smoke from nearby agricultural operations could be a problem for downwind residents.

Goal 3.6 To reduce air pollution from new development in Southwest Dixon, in keeping with local, state and federal regulations.

3.6 AIR QUALITY

The predominance of the southwesterly sea breeze out of the San Francisco Bay area in the spring, summer, and fall brings the benefit of increased circulation of ambient air in the Dixon area, but also transports Bay Area air pollutants to the valley.

Although northerly winds can improve air quality in winter, wind speeds generally are lowest during the winter months. Such conditions lead to poor ventilation in the area, and contribute to higher ambient pollutant levels during this period.

The formation of atmospheric inversions is common in the Dixon area and the Central Valley in the winter and summer months when winds are slack. An atmospheric inversion occurs when the normal atmospheric temperature profile is inverted; that is to say, when temperature increases with altitude. Under such conditions, the atmospheric dispersion of air pollutants is inhibited, and pollutants tend to accumulate in the area affected by the inversion. Smog formation tends to be promoted under such circumstances, and ambient pollutant levels are typically higher during inversions.

Existing conditions - air quality

The Plan Area is affected by a variety of air pollutants, produced by sources both within and outside of Solano County. These sources include vehicular emissions, large individual "point" (stationary) sources and a variety of non-vehicular "area" sources. Area sources include smaller point sources which are too numerous and widely distributed to quantify individually, such as residential woodstoves and fireplaces, agricultural sprays, gasoline service stations, and dry cleaning shops. Area sources also include sources with no set emission points, such as unintentional fires, agricultural burning, construction activities, roadway dust, and various uses of paints and solvents.

Several air quality monitoring stations are operated in Solano and Yolo Counties. Suspended particulates and gaseous pollutants, including ozone and carbon monoxide, are monitored at these stations.

Based on recent monitoring data, Solano County is classified as non-attainment under the federal and state standards for ozone and inhalable particulates, measured as suspended particulate matter less than 10 microns in size (PM₁₀). Solano County is classified as either attainment or unclassified for the other regulated pollutants.

Sensitive receptors include locations such as hospitals with people who have special sensitivities to air pollution. The only sensitive receptors in the immediate vicinity of the Plan Area are existing residences. Future sensitive receptors will include additional residences, schools, and parks.



Figure 3-1: PRIME FARMLAND/WILLIAMSON ACT LANDS

Policies - air quality

- 3.6.1 Regulations.** The City shall regulate development in keeping with applicable air quality regulations.
- 3.6.2 Transportation.** The City shall promote the use of alternative transportation modes which reduce the amount of air pollution generated by private vehicles.

Implementation programs - air quality

- 3.6a** As a condition of approval, new projects in the Southwest Dixon Plan Area shall meet the following requirements:
- (1) Compliance with any current or future rules enacted by the Yolo-Solano AQMD to control fugitive dust emissions or development practices.
 - (2) Construction-related burning shall be prohibited.
 - (3) Wood stoves shall meet EPA standards.
 - (4) Compliance with the Yolo-Solano Air Quality Management District plans and regulations.



Freeway onramp, Southwest Dixon

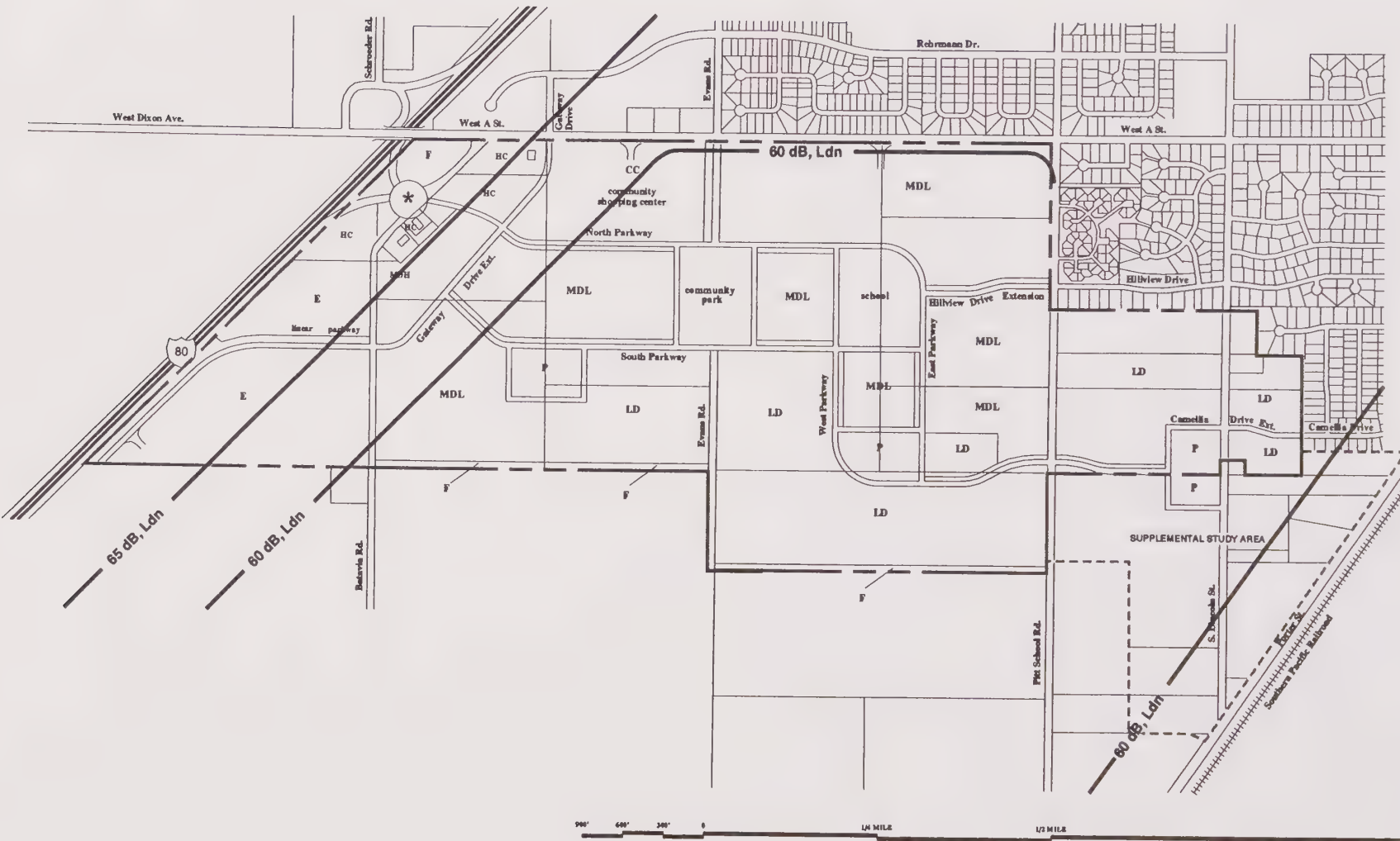


Figure 3-3: EXISTING NOISE CONTOURS



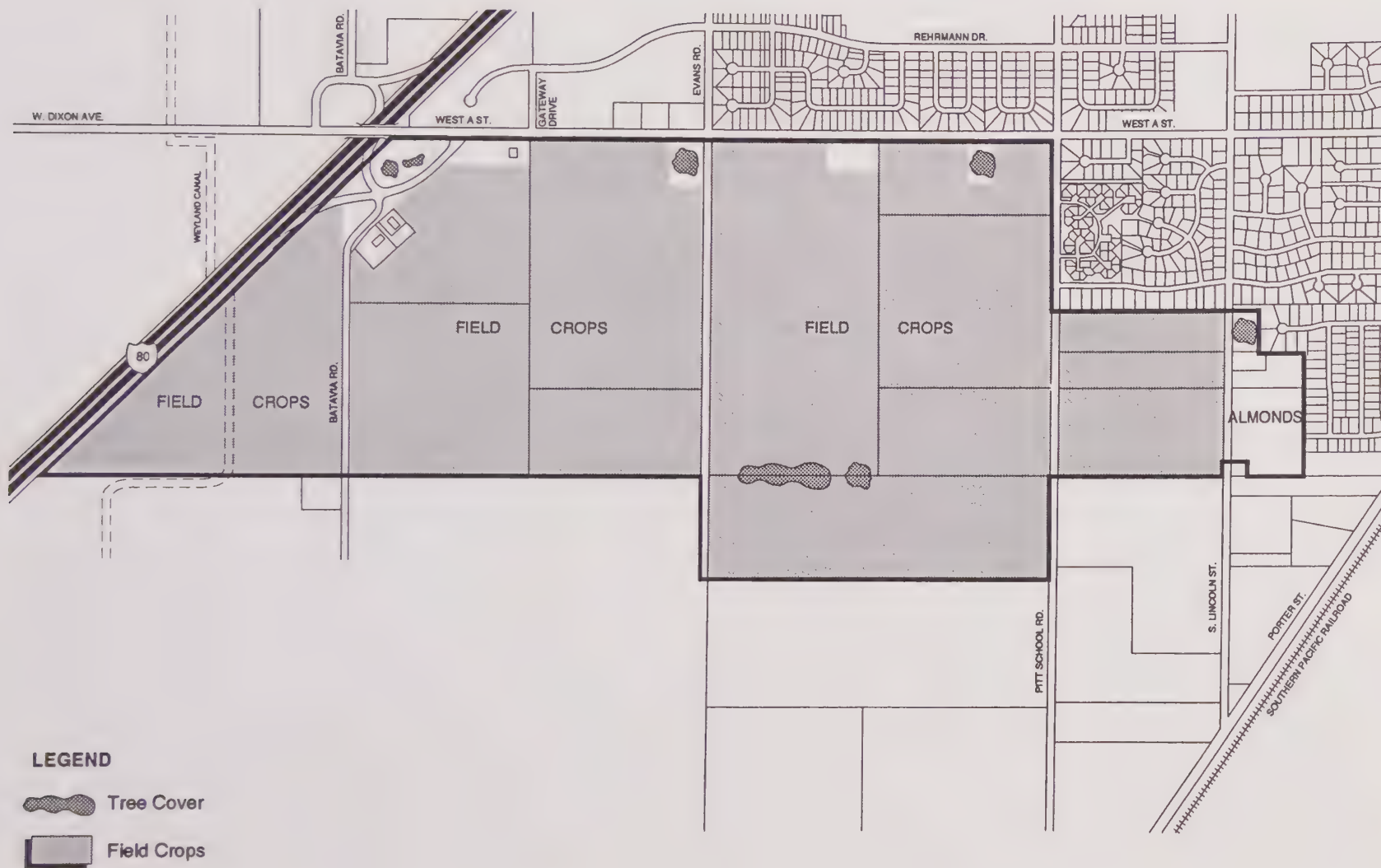


Figure 3-2: EXISTING VEGETATION

4 RESIDENTIAL ENVIRONMENT

There is a need for additional residential units in the Dixon area. In particular, there is a shortage of affordable housing for lower-income residents. The Southwest Dixon Specific Plan includes provision for new residential units, including affordable housing.

In the Dixon Area, the number of households within the Sphere of Influence grew from an estimated 2,501 in 1980 to about 3,490 in 1990, an increase of nearly 40 percent in ten years. The Dixon General Plan notes that much of this increase can be attributed to the relatively low cost of housing in the Dixon area, compared with housing costs in Bay Area communities. Approximately 80 percent of Dixon households live in single-family dwellings.¹



¹ Dixon General Plan, page 37.

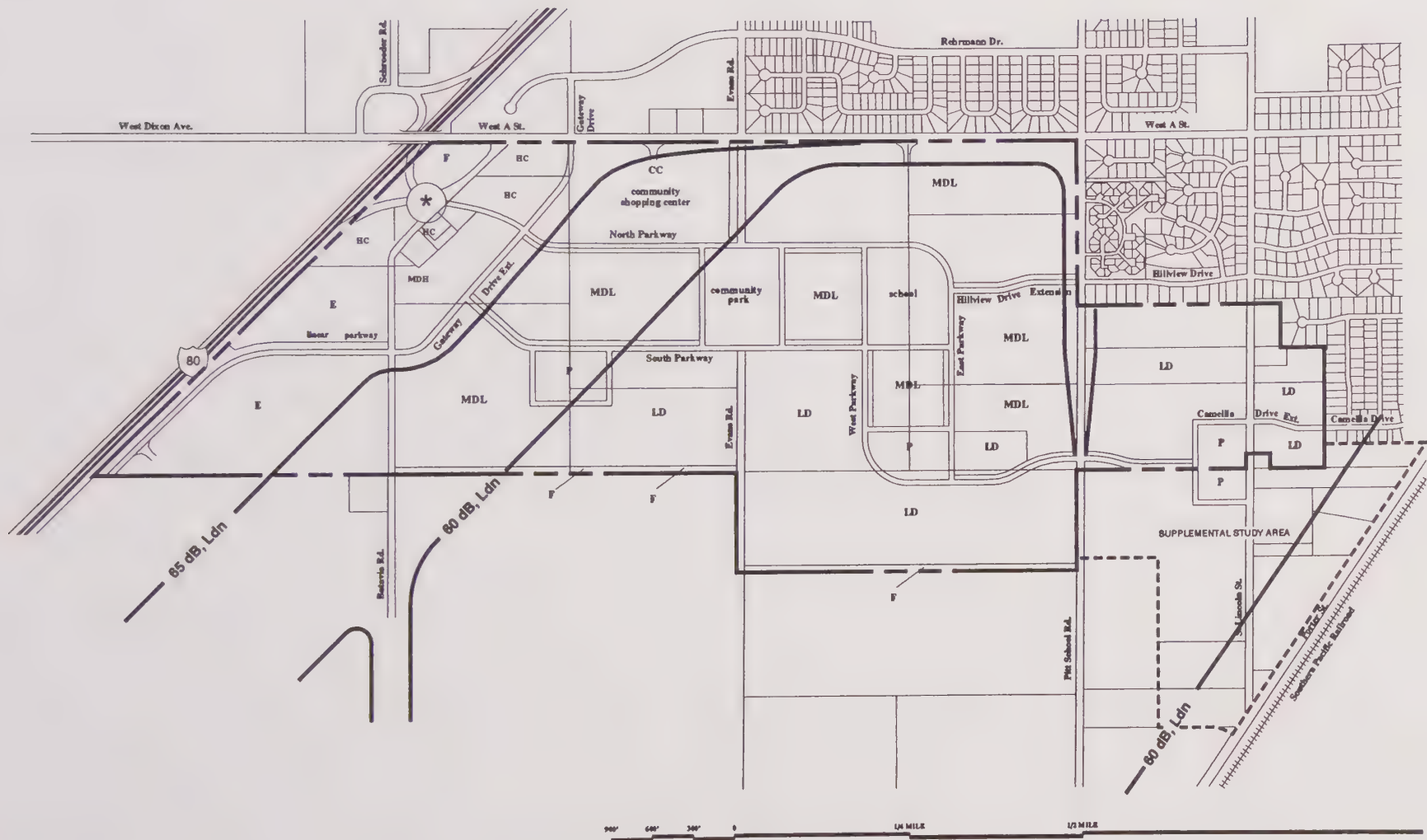


Figure 3-4: PROJECTED NOISE CONTOURS



- Net density: 2.19 to ~~6.22~~ 5.33 units per net acre.
- Gross density: 1.64 to ~~4.67~~ 4.0 units per gross acre.
- Population: 5 to ~~14~~ 12 persons/acre

Medium density - low (MDL). This category includes detached single-family homes on smaller lots, and low-intensity attached dwellings. This land use designation includes 147 acres in the central part of the Plan Area. Two-thirds of the dwelling units proposed for Southwest Dixon will be in this category.

- Site area per unit: 3,000 to 6,999 square feet.
- Net density: 6.23 to ~~14.52~~ 11.33 units per net acre.
- Gross density: 4.68 to ~~10.89~~ 8.5 units per gross acre.
- Population: 14 to ~~33~~ 25.5 persons/acre

Medium density - high (MDH). This residential category is characterized by townhouses and garden apartments. This land use designation is planned for nine acres in the western part of the Plan Area. About 7 percent of the total dwelling units in Southwest Dixon will be in this category.

- Site area per unit: 2,000 to 2,999 square feet.
- Net density: 14.53 to ~~21.78~~ 18.67 units per net acre
- Gross density: 10.9 to ~~16.34~~ 14.0 units per gross acre.
- Population: 33 to ~~49~~ 42 persons/ acre

Issues - residential diversity

- How to accommodate residential development and provide for a variety of housing densities, housing types, costs and locations for future Southwest Dixon residents.
- How to coordinate residential development with expansion of public facilities and services.

Goal 4.1 To provide for a diversity of residential development, in order to meet the needs of all groups expected to reside in Southwest Dixon.

4.1 RESIDENTIAL DIVERSITY

A wide variety of housing types is important to meet the needs of families, senior citizens, disabled individuals, and other residents. Adequate land and government incentives are needed in order to provide a diverse housing stock. The Specific Plan includes a predominance of residential uses, with an emphasis on low and medium-density residential categories.

Setting

The Plan Area currently has twelve single-family dwelling units. Age of these units varies considerably; a few older units may have code deficiencies. Recently-constructed single-family residential units are located north and east of the Plan Area.

Government programs - residential diversity

State and Federal housing requirements. All citizens have the right to equal opportunity for decent housing, regardless of race, creed, and other arbitrary factors. This right is emphasized by state and federal housing legislation. State law also includes requirements for cities to permit second

units for single family residences, subject to certain conditions.

Measure B. In 1986, the citizens of Dixon passed Measure B, regulating residential growth in the City. The residential growth permitted in the City in a given year is limited to 3 percent. Measure B also states that the mix of new dwelling units is to be 80 percent single family and 20 percent multifamily units. Appendix C of the Dixon General Plan provides detailed information on Measure B.

Southwest Dixon Land Use Plan

A ~~total~~ *maximum* of 1,892 residential units would be included in the Plan Area at buildout. The Land Use Plan (Figure 1-6) includes three residential land use designations. These categories conform to the General Plan residential land use descriptions. Approximate lot sizes, densities, and population range per acre are indicated below.²

Low density (LD). This land use type is characterized by detached single-family homes on relatively large lots. Low-density residential use is designated on 129 acres in the southeastern part of the Plan Area. About 27 percent of the dwelling units for Southwest Dixon will be in this category.

- Site area per unit: 7,000 to 19,999 square feet.

² The estimated number of people per acre is based on the Dixon General Plan assumption of three persons per household.

4.2 AFFORDABLE HOUSING

There is a particular concern for providing affordable housing for low and moderate-income households. Older housing stock often serves this need. However, there are very few existing homes in Southwest Dixon.

According to the Dixon General Plan, there is a limited supply of affordable housing in the Dixon area. In 1992, the following definitions were used for a four-person household in Solano County:³

- Very low income household - annual income of ~~\$21,100~~ \$23,900 or less.
- Low income household - annual income of ~~\$21,101 to 33,750~~ \$23,901 to \$38,250.
- Moderate income household - annual income of ~~\$33,751 to 42,200~~ \$38,251 to \$47,800.

The General Plan notes that a household which pays more than 25 percent of its income for housing is "overpaying" for housing.⁴

Existing government policies and programs

State of California

The State has mandated that each city shall provide a "fair share" of housing within its region. The Association of Bay Area Governments (ABAG) provides allocations for Dixon. To meet this State mandate, a portion of affordable housing units will need to be located in the Plan Area.

Dixon General Plan

Chapter 4 of the General Plan includes policies and implementation programs for housing diversity, opportunity, and affordability. *The City's Housing Element is being updated for certification.*

Zoning Ordinance - density bonus

Section 12.12A-15 provides a density bonus of up to two dwelling units per every low or moderate income housing unit, as defined by the General Plan.

3 Dixon General Plan, page 37.

4 Dixon General Plan, page 37.

Policies - residential diversity

- 4.1.1 Housing opportunity.** The City shall promote housing opportunities in Southwest Dixon for persons regardless of race, religion, sex, marital status, ancestry, national origin, ~~or~~ color, ~~or~~ income.
- 4.1.2 Housing density.** The City shall encourage new residential development in Southwest Dixon that is compatible with the City's predominantly low density, small town character, and scale. In particular, since Southwest Dixon is located on the perimeter of the City, emphasize low-density and medium-density residential uses in the Plan Area.
- 4.1.3 Moderate density housing.** The City shall permit moderate density residential development in those portions of the Southwest Dixon Plan Area characterized by a transition from single family to multiple family or nonresidential uses.
- 4.1.3 Higher-density housing.** Locate higher-density housing in Southwest Dixon in areas convenient to community services, along collector and arterial streets, and within walking distance of shopping areas.
- 4.1.4 Housing and public services.** The City shall assess the impact of proposed new housing in Southwest Dixon on local public services. Based

on this assessment, the City shall not approve proposed development which will overburden fiscal and physical capacities for public services and utilities, unless the cost of infrastructure is fully paid for by those who benefit from their expansion.

- 4.1.5 ~~Planned unit developments.~~ Encourage ~~planned unit developments~~ Innovative design.** Use design review within Southwest Dixon, as a means of achieving more innovative and varied solutions to housing problems.
- 4.1.6 Housing types.** Support the development of townhouses, split-lot duplexes, condominiums and apartments in suitable locations in Southwest Dixon, subject to appropriate review considerations.
- 4.1.7 Special housing needs.** The City shall address and assist, to the extent possible, special housing needs, such as those of the handicapped and elderly.

Implementation programs - residential diversity

- 4.1a Growth management.** Apply the standards of Measure B to development in Southwest Dixon.
- 4.1b Second units.** Apply Zoning Ordinance Section 12.16.10 to new development in Southwest Dixon, permitting the development of second units on single-family lots subject to a use permit.

Implementation programs - affordable housing

- 4.2a Financing. Use available finance mechanisms, such as mortgage revenue bonds or other mortgage-backed securities, to develop affordable housing in Southwest Dixon.
- 4.2b Funding sources. Monitor State and federal housing legislation and program development to identify and request funding resources available for housing projects.
- 4.2c Permit processing. Provide expedient permit processing to development applications that would materially contribute to meeting the City's need for affordable housing in Southwest Dixon.
- 4.2d Development agreements. Where appropriate, include provisions for affordable housing in development agreements for residential projects.
- 4.2e Density bonus. Where applicable, apply the density bonus for affordable housing units in Southwest Dixon, as defined by Zoning Ordinance Section 12.12A.15.

Issues - affordable housing

- How to include housing in Southwest Dixon which will be affordable to households with very low, low and moderate incomes.

Goal 4.2 To provide a range of housing types, densities, designs, and prices to meet housing needs in Southwest Dixon, including affordable housing for lower-income residents.

Policies - affordable housing

- 4.2.1 Housing types.** The City shall promote a variety of housing types, densities, and costs in Southwest Dixon, including low and moderate income units, to meet the need for affordable housing.
- 4.2.2 Residential land use.** Promote the development of affordable housing in all residential land use designations to meet the needs of low and moderate-income households.
- 4.2.3 Residential land inventory.** Maintain an adequate supply of land in appropriate residential land use designations and zoning categories to accommodate projected household growth in Southwest Dixon, and to achieve satisfactory residential vacancy rates.
- 4.2.4 Housing assistance.** Use available state and federal housing assistance that is appropriate to Dixon's needs, to develop affordable housing in Southwest Dixon.
- 4.2.5 Home ownership.** Promote homeownership in new housing constructed for low and moderate income households in Southwest Dixon.
- 4.2.6 Affordable housing distribution.** Encourage the provision of moderately-priced housing in all larger-scale development in Southwest Dixon, in order to avoid a concentration of such housing in any one area.
- 4.2.7 Non-profit housing.** The City shall encourage and assist non-profit housing providers, both public and private, to reduce development costs in order to increase production of below-market-rate housing.
- 4.2.8 Coordination.** The City shall participate in and help to coordinate intergovernmental agency efforts which address housing needs.

Policies - energy efficiency

- 4.3.1 **Energy conservation applications.** Promote energy conservation and the use of solar energy and other alternative energy applications in Southwest Dixon.
- 4.3.2 **Solar orientation.** Require subdivision design to emphasize the provision of solar-oriented lots, which enable housing units to have most windows facing north and south.
- 4.3.3 **Shading and wall treatment.** Promote the widespread use of shade trees and light-colored building and paving surfaces, in order to reduce summer heat buildup and energy use.
- 4.3.4 **Coordination.** The City shall cooperate with other local, state, and federal agencies, public utilities, and community organizations to promote the use of energy conservation measures in Southwest Dixon.

Implementation programs - energy conservation

- 4.3a **Lot orientation.** Review residential development applications for conformance with City policies requiring lot orientation for energy conservation. Require plan revisions if needed to provide subdivisions with a preponderance of lots with proper solar orientation.
- 4.3b **Energy conservation.** Enforce State energy conservation requirements.

4.3 RESIDENTIAL ENERGY EFFICIENCY

In addition to environmental advantages, energy conservation can have a financial benefit for Southwest Dixon residents, through lower monthly costs for heating and cooling. Layout of streets, building design, and landscape treatment all can help to conserve energy.

Setting

Pacific Gas and Electric Company currently supplies electricity and natural gas to the Plan Area. Current energy use on the site consists primarily of motor fuel for agricultural operations.

Existing government programs

State of California

The State has adopted energy conservation standards (Title 24) which are required for all new construction.

Dixon General Plan

Policies and implementation programs are included to promote energy conservation in new and existing homes.

Zoning Ordinance

Density bonus incentives. Section 12.17.19 includes a density bonus incentive for application of energy resource conservation technologies. The density bonus allows additional dwelling units if solar water heating or space heating systems are included in new housing units.

Energy conservation guidelines. Section 12.27.02 includes provisions for energy-efficient transportation and use of solar energy. Shading requirements for parking lots are included.

Goal 4.3	Promote residential energy efficiency in Southwest Dixon.
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5 ECONOMIC DEVELOPMENT



The Southwest Dixon Plan Area is strategically located on the Interstate 80 corridor connecting San Francisco and Sacramento. In the past decade, Dixon has experienced rapid growth of commercial and industrial uses, and this trend is expected to continue.

According to a recent study by the Association of Bay Area Governments (ABAG), the number of employed residents within the Dixon Sphere of Influence grew from about 3,000 in 1980 to 5,000 in 1990. The number of employed residents is expected to increase to nearly 8,000 by the year 2010.¹

Agriculture is the dominant employment sector in the Dixon Sphere of Influence, with about a third of jobs in this category. However, agricultural, manufacturing and wholesale jobs are declining, while the retail and service sector is growing. Total jobs within the Dixon Sphere of Influence grew from about 3,350 in 1980 to 3,600 in 1990.²

This chapter focuses on commercial, business and industrial uses for the Plan Area. A community commercial center, an employment center, and highway commercial development near the West A Street interchange are key features of the Specific Plan.

1 Association of Bay Area Governments, Projections 92.

2 Association of Bay Area Governments, Projections 92.

Issues - commercial land use

- How to accommodate compatible commercial development in Southwest Dixon, to serve the needs of Dixon residents and travelers.

Goal 5.1 Provide adequate land and support for the development of commercial uses in Southwest Dixon, in order to serve local residents and freeway motorists.

Policies - commercial land use

- 5.1.1 Community commercial center.** Plan this center to be an activity focus for Southwest Dixon, with open space areas for community events. Emphasize the needs of pedestrians in planning the center.
- 5.1.2 Clustering.** Encourage new commercial uses to group into clustered areas or centers. In particular, provide a concentration of commercial uses at the proposed community commercial center on West A Street.
- 5.1.3 Land use compatibility.** Protect nearby residential uses from possible adverse effects by using a rigorous design review procedure.
- 5.1.4 Landscape treatment.** Ensure that landscaping on commercial properties meets City standards for water conservation, maintenance, and other factors.
- 5.1.5 Highway commercial uses.** Auto-oriented commercial uses fronting on arterial and collector streets shall present high-quality design and shall be adequately screened from adjacent uses. Control access to minimize circulation conflicts.
- 5.1.6 Service stations.** Discourage the location of more than one service station at any intersection.
- 5.1.7 Retail sales.** Encourage businesses in Southwest Dixon that generate high retail sales taxes, as important contributors to the local economy.
- 5.1.8 Agribusiness.** Encourage the location of compatible agribusiness in the Plan Area.

5.1 COMMERCIAL LAND USE

Setting - commercial land use

Commercial land use in Southwest Dixon currently is limited to three highway-oriented businesses near the I-80 interchange. The Dixon central business district is about one mile to the east. Highway commercial uses are located near the Pitt School Road interchange.

Southwest Dixon Land Use Plan

The plan concept for Southwest Dixon would provide two basic types of commercial uses. Community commercial areas would serve the needs of future residents, while freeway-oriented commercial uses would be located near the Interstate 80 interchange to meet the needs of freeway motorists as well as City residents.

Community General Commercial - This designation is applicable only to parcels exceeding 15 acres. Centers of this size typically serve a larger population and trade area than a Neighborhood Commercial center, and accommodate stores requiring a larger site area than are usually located in such centers. ~~Community General Commercial~~ centers will usually also include a supermarket, super-drug-store, and similar stores in addition to a limited number of

smaller stores and service establishments. The area indicated for ~~Community General Commercial~~ center uses is located on the south side of West "A" Street. The City's Zoning Ordinance does not currently contain provisions for a District specifically governing centers of this type, although the requirements defined in Section 12.08.09 (Neighborhood Commercial Districts) will be applicable until any new Section is prepared and adopted. The same minimum net site area per peak period employee and the same maximum F.A.R. of 0.8 as indicated for Neighborhood Commercial uses is proposed.³ *The corresponding zoning district would be CN-PD.*

Highway Commercial (HC land use designation; CH-PD zoning classification) - These uses cater primarily to the traffic passing Dixon on I-80. Examples of establishments which provide services to tourists and travelers include motels, fast food and other restaurants, and gas stations. The areas indicated for Highway Commercial uses lie in proximity to I-80 and its access ramps where they are easily accessible by car and highly visible from the roadway. The City's Zoning Ordinance specifies a maximum height of 40 feet for buildings in Highway Commercial Districts (Section 12.10.08). A minimum requirement of 750 square feet of net site area per peak period employee is proposed, with an FAR of 0.8.³ *The corresponding zoning district would be CH-PD.*

3 Dixon General Plan, page 51.

5.2 EMPLOYMENT CENTER

Employment-generating uses play a vital role in the economic health of Dixon, providing essential jobs and tax base.

Setting - employment center

There is no existing industrial use in or near the Plan Area. Agriculture and commercial uses in the Plan Area currently provide a limited number of jobs.

Southwest Dixon Land Use Plan

The Southwest Dixon Specific Plan includes 47 acres for an employment center in the western part of the Plan Area, adjacent to Interstate 80.

The Dixon General Plan describes the Employment Center classification as follows:

Employment Center (E) - This designation is applicable only in those areas for which a Specific Plan is to be prepared for future adoption by the City, and represents an 'umbrella' designation pending the submission of more detailed patterns of specific land uses. Includes only non-residential uses consistent with the types

included under the Planned Business/Industrial (PI), the Professional/Administrative Office (O), and the Highway Commercial (HC) designations defined above and below. The requirements defined in the City's Zoning Ordinance under Sections 12.13 (ML - Light Industrial District), 12.07 (PAO - Professional & Administrative District), and 12.10 (CH - Highway Commercial District) shall provide the general framework for compliance. The standards of building intensity, height, and coverage, and of employee density for Employment Center uses shall fall within the ranges defined for these component designations and shall not exceed them.⁴

Issues - employment center

- How to accommodate industrial and other employment-generating uses in Southwest Dixon which are compatible with existing development.

Goal 5.2 To provide for industrial and other employment-generating uses in Southwest Dixon that create jobs and enhance the local economy.

4 Dixon General Plan, page 50.

Implementation programs - commercial land use

5.1a ~~Community General Commercial Center standards.~~ The following submittals shall be required for design review, *under the PD classification*:

- Site plan, with designation of pedestrian corridors and links to adjacent residential areas. Parking shall be buffered from West A Street by landscape treatment.
- Master landscape plan, with attention to providing shade for parking lots and pedestrian pathways, use of landscaping for energy conservation, solar access, water-conserving features, and perimeter treatment to maintain visual quality along adjacent streets.
- Proposed detailed design standards to assure the project is well-designed for pedestrians.
- Signage plan, with an emphasis on clear orientation.
- Lighting plan, with illumination designed to minimize light and glare impacts.
- Service provisions, including screening of trash areas and mechanical equipment.
- Noise control and security plan, with standards and long-term provisions to control parking lot cleaning, after-hours loitering, noise from commercial operations, and graffiti.
- Compliance with other requirements of the Dixon Zoning Ordinance and other City ordinances, including the water efficient landscape ordinance.

5.1b ~~Highway Commercial Projects.~~ The City shall provide intensive design review for highway commercial projects near the West A Street interchange and adjacent to the freeway corridor, in order to ensure high visual quality at this gateway to the City. Specific evaluation shall include:

- Protection of visual quality from Interstate 80 and its interchange ramps. Use landscape treatment as needed.
- Provision of coordinated sign treatment.

5.1c ~~Community General Commercial Center height limits.~~ Height limits for commercial buildings in the Center shall be 30 feet, with the exception of a central tower, which would serve as a Southwest Dixon landmark and orientation point. Height limit of the tower shall be 60 feet.

Natural resources

- a. Energy and water conservation provisions in keeping with the City's Zoning Ordinance
- b. Other resource conservation provisions where applicable

Noise management plan. This plan would be required in mixed-use areas where noise sources would be in close proximity to sensitive receptors. The objectives of the noise management plan would be to provide a high-quality acoustic environment for tenants and workers. The plan would be prepared by a qualified acoustic consultant.

Public safety and other standards

- a. Heat, glare, and humidity-producing operations: standards for conditions at property line
- b. Vibration: prohibition on discernible vibration at property line
- c. Fire, safety and explosion: requirements for safety devices and equipment
- d. Restrictions on hazardous materials

Architectural design information

- a. Architectural features, including visual considerations, energy conservation, and water conservation
- b. Exterior lighting

Landscape plan

- a. Special provisions for highly-visible areas adjacent to the freeway, with landscape screening as needed.
- b. Plantings to soften the visual effect of structures, and shall have strategically-located trees and shrubs to reduce glare impacts where needed.
- c. Plantings and irrigation systems designed to provide maximum water conservation benefits. Emphasize the use of drought-tolerant native plants, with little or no irrigation requirements once established.
- d. Safety considerations, including selection and placement of plants to allow clear vision at intersections.
- e. Landscape management program to guarantee establishment and continued care of plantings, including replacement of plants as needed, reseeding of eroded or disturbed slopes, and general maintenance of landscaping in open space areas.

Policies - employment center

- 5.2.1 Local employment.** Actively encourage new industrial and other uses in Southwest Dixon which can demonstrate that they will provide jobs for local residents, *including residents of the Plan Area.*
- 5.2.2 Development standards.** Encourage the development of well-designed and planned business and industrial areas in Southwest Dixon.
- 5.2.3 Land use compatibility.** Ensure that there is compatibility between industrial and adjacent uses.
- 5.2.4 Performance standards.** Require industrial development to meet performance standards for noise, odor, light, glare, traffic generation, air emissions, soil contamination, and surface and groundwater contamination in order to minimize impacts on the environment and on adjacent uses. Require the screening and control of unsightly or excessively noisy operations.
- 5.2.5 Prohibited uses.** Do not allow uses which create noxious or nuisance conditions to locate within the Plan Area.
- 5.2.6 Interim use.** Encourage agriculture as an interim use in vacant areas designated for industrial and employment uses.

5.2.7 Access. Plan employment-generating development to facilitate future use of transit by workers.

5.2.8 Hazardous materials. Strictly regulate production, storage and transport of hazardous materials.

Implementation programs - employment center

5.2a Master plan - Employment Center projects.

As a condition of development approval for each project in the Employment Center, a *Planned Unit Development (PUD)* ~~master plan~~ shall be prepared for the project. This plan shall include the ~~following information, where applicable~~ information required by Zoning Ordinance Section 12.17, including but not limited to:

Land use

- a. Proposed land uses
- b. Provision for private and/or public recreational facilities where applicable

Circulation standards

- a. Street standards, where variations from City standards are proposed
- b. Pedestrian and bicycle circulation and plan
- c. Public transit and/or private transit arrangements

6 TRANSPORTATION AND CIRCULATION

A well-designed circulation system for Southwest Dixon is important for several reasons. Convenient access to homes and businesses is essential for the economic health of this area. In addition to reducing future traffic congestion, an efficient circulation system also can help to minimize air pollution, reduce noise, and conserve energy.

The Plan Area is located between two major transportation corridors. Interstate 80 borders the site on the northwest, while the Southern Pacific railroad is located southeast of the Plan Area.

The Southwest Dixon Specific Plan goals and policies emphasize the importance of integrating land use and circulation planning. Opportunities for alternate transportation modes are identified, with individual sections on bicycle use, pedestrian circulation, and public transit.



- Gateway Drive is (presently under construction) will be a two-lane street extending north from West A Street. Gateway Drive will serve commercial developments located adjacent to the freeway just north of the Plan Area.
- Porter Street is oriented northeast-southwest and is located southeast of the Plan Area, paralleling the Southern Pacific Railroad.
- Schroeder Road is a north-south two-lane roadway located north of the Plan Area, west of I-80.
- Midway Road is a two-lane east-west rural road located south of the Plan Area. Midway Road has a full interchange with I-80, and intersects both Batavia Road and Pitt School Road.

Current government programs - traffic circulation

Dixon General Plan

The General Plan includes a number of transportation policies, with major circulation routes indicated on the General Plan Map.

Dixon Trip Reduction Ordinance

The City of Dixon has adopted a Trip Reduction Ordinance which establishes Transportation System Management (TSM) requirements for employers located in the City of

Dixon. The main objective of the program is to reduce traffic congestion and vehicle emissions by reducing peak period traffic.

California Department of Transportation

Caltrans is responsible for maintenance and future planning for Interstate 80. Improvements to I-80 must also be approved by the Federal Highway Administration.

Proposed Southwest Dixon Roadway System

Street classification system

The Specific Plan follows the General Plan classification system for streets. In addition, the Specific Plan adds an overlay parkway designation; parkways have additional allowance for pedestrian and bicycle circulation.

The proposed roadway network is shown on Figure 6-2.

Street sections

Figure 6-3 shows the proposed street sections for Plan Area streets. The street sections are based on City of Dixon standards. Additional right of way width and improvements are indicated for streets with parkway status.

6.1 TRAFFIC CIRCULATION

Some of the factors involved in planning a street system for Southwest Dixon include the travel desires of automobile, truck and transit users; the access needs of adjacent land development; the network of existing streets; and existing and proposed land uses. It is essential to provide sufficient roadway and intersection capacity to accommodate peak traffic flows, with a tolerable level of delay for drivers.

Safety is a key consideration. Spacing of intersections and control of driveways along major streets can have an important effect on traffic safety as well as traffic flow. Widely-spaced intersections and minimal use of driveways provide smoother traffic flow and less chance for accidents.

Existing conditions

Figure 6-1 illustrates the existing principal roadway system serving the Southwest Dixon area. Regional access to the Southwest Dixon Plan Area is provided by Interstate 80, linking the San Francisco Bay Area to Sacramento. Local access to Dixon and the surrounding area is provided by a system of intersecting north-south and east-west streets.

- Interstate 80 (I-80) is a six-lane freeway, oriented in a general northeast/southwest direction. The West A Street interchange is located at the northwest corner of

the Plan Area. *Interstate 80 forms the entire westerly boundary of the project area.*

- Batavia Road is a narrow, north-south two-lane roadway that extends through the western part of the Plan Area and terminates at a tee intersection with the I-80 eastbound on/off-ramps. Batavia Road provides access to a fruit stand and restaurant located along the east side of the road, several hundred feet south of West A Street.
- West A Street (Dixon Avenue) is a major east-west roadway through Dixon. West A Street is a two- to four-lane through road, with stop sign controlled side streets. West of the freeway interchange, this route is named West Dixon Avenue.
- Evans Road is a north-south street located between Gateway Drive and Pitt School Road. This street extends north of West A Street as a fully improved two-lane roadway.
- Pitt School Road is a two- to four-lane north-south roadway that extends through the Plan Area. The east side of Pitt School Road has been widened and improved from the Hillview Drive vicinity northward to West A Street. The street narrows south of Hillview Drive.
- Lincoln Street is a two-lane north-south residential street located near the eastern limit of the Plan Area. North of Hillview Drive, it has on-street parking with curbs, gutters and sidewalks on both sides of the roadway. South of Hillview Drive, the roadway is very narrow, with no shoulders and no centerline stripe.

Parkway loop

A planned parkway loop will provide combined bicycle, pedestrian and traffic circulation connecting major destinations in the Plan Area. The parkways will be two-lane collector streets forming a loop system in the Plan Area.

- North Parkway. North Parkway will intersect the extension of Gateway Drive opposite the realigned Batavia Road. North Parkway connects key destinations in the Plan Area, including the neighborhood commercial center, community park, and school. A Class I bikeway is provided on the south side of the street.
- East Parkway connects the school site with the south neighborhood park. A Class I bikeway is provided on the west side of the street. Arrangements will be needed with the school district to extend the bikeway along the perimeter of the school site.
- South Parkway will extend from Gateway Drive Extension to West Parkway. Parkway treatment is indicated, with a pedestrian path.
- West Parkway connects the school site to the south neighborhood park. This street has parkway treatment, with a pedestrian path.
- Southeast Parkway links the south and east neighborhood parks. Parkway treatment is designated, with a Class I bikeway.

Street links to existing neighborhoods

- Hillview Drive. This existing east-west residential street now ends at the Plan Area boundary on Pitt School Road. This street is designated as a local collector street with parkway treatment on the Specific Plan. Hillview Drive will be extended into the Plan Area, providing access to the elementary school and community park.
- Camellia Drive. This east-west street now is stubbed out at the eastern Plan Area boundary. Camellia Drive will be extended as a local collector street to provide a link between the existing and new residential neighborhoods.

Freeway interchange improvements

Caltrans anticipates the ~~eventual~~ *potential* need to realign Batavia Road, to eliminate the intersection with I-80 freeway on/off ramps. In recognition of this future action, the Specific Plan provides for ~~eventual~~ *a possible* realignment of Batavia Road to swing eastward and to connect with Gateway Drive Extension.

The City also anticipates the eventual need to increase the roadway and ramp capacities of the Dixon Avenue/I-80 interchange as development occurs.

Grade-separated railroad crossing

Southeast of the Plan Area, the General Plan indicates a future minor arterial linking Pitt School Road with South First Street. A grade-separated crossing of the railroad is proposed. The Specific Plan includes this designation in conformance with the General Plan.

Arterial streets

West A Street. This east-west route, bordering the Plan Area on the north, is classified as a minor arterial in the City's General Plan and the Specific Plan. The center median east of the Plan Area will be extended to the West A Street frontage along the north boundary of the Plan Area. Bike lanes are provided east of the freeway interchange, with no on-street parking.

Pitt School Road. This north-south minor arterial will be improved to City Standards through the Plan Area. The Specific Plan calls for parkway status for this street in the Plan Area.

Gateway Drive Extension. This street will extend southwest from West A Street past Batavia Road, to become a frontage road along Interstate 80. Special safety provisions are needed, due to truck traffic on this route.

- North Parkway-South Parkway segment: minor arterial with parkway status and Class I bike paths on both sides of the street.
- South Parkway-south Plan Area boundary segment: commercial collector. Supplementary right-of-way will be required for possible future upgrading to minor arterial status.
- Intersection and driveway approaches should be sufficiently wide to accommodate turning movements of large trucks *and farm equipment*.

- To the north of the Plan Area, Gateway Drive may be extended north to provide an on-ramp for eastbound traffic on I-80. *However, this is not a likely prospect, since other solutions would be preferable to Caltrans.*

Collector streets

Batavia Road. This existing street will be modified to accommodate ultimate development in the Plan Area.

- Batavia Road Loop (north of Gateway Drive Extension): commercial collector. ~~When~~ *If* Caltrans ultimately eliminates the Batavia Road connection to freeway on-ramps, this street will be realigned to connect with North Parkway. This segment of Batavia Road will require wide lanes and no on-street parking, in order to accommodate truck traffic *and farm equipment*.
- South of Gateway Drive, Batavia Road initially will be a local collector street with parkway status and a Class I bikeway. Supplementary right of way will be required to provide for potential expansion of this street.

Lincoln Street will serve as a north-south local collector for the eastern part of the Plan Area. The existing two-lane cross-section north of Hillview Drive will be continued in the Plan Area. Bike lanes will be provided.

Evans Road from West A Street to North Parkway is ~~classified~~ *classified* as a commercial collector with parkway treatment. A bikeway is designated on the east side of the street.

Policies - traffic circulation

- 6.1.1 Level of Service.** Ensure that the existing and proposed street configuration and highway network maintains traffic operations at Levels of Service as specified in the City's General Plan.
- 6.1.5 Local streets.** Design new local streets to discourage through traffic and speeding within residential neighborhoods, while assuring access for emergency vehicles.
- 6.1.2 Timing of improvements.** Complete major circulation improvements in a timely manner so that new development will not cause serious traffic impacts.
- 6.1.6 Major streets and intersections.** Design arterial and collector streets and intersections along these streets with adequate capacity to provide acceptable delay during peak traffic periods and to discourage diversion to local streets. Limit intersection spacing and driveway access.
- 6.1.3 Street standards.** Streets shall be dedicated and constructed according to the City's Street Standards, with supplementary parkway requirements identified in the Specific Plan.
- 6.1.7 Sight distance.** Provide adequate sight distance along streets, at street intersections, and at intersections of streets and driveways.
- 6.1.4 Freeway interchange.** Work with Caltrans to upgrade substandard West A Street interchange ramps and widen the A Street overpass, while maintaining satisfactory access for the commercial uses and employment center near the interchange.
- 6.1.8 Farm equipment.** *Provide for continued movement of agricultural equipment along designated streets through the Plan Area.*

Issues - traffic circulation

- How to accommodate growth while maintaining City standards for levels of service along the circulation network in Southwest Dixon.
- How to improve and expand the existing road network to serve existing and future land uses safely and efficiently.
- How to upgrade substandard West A Street interchange ramps while maintaining satisfactory access for the commercial uses and employment center near the interchange in Southwest Dixon.
- How to control traffic speeds and minimize through traffic in residential neighborhoods.
- *How to provide for continued movement of agricultural equipment through the Plan Area.*

Goal 6.1 To provide a roadway system that is correlated with land use and provides for the safe and efficient movement of people, goods and services in Southwest Dixon.



West A Street looking east from I-80 overcrossing

- *Insure that designated roadways are sufficiently wide to allow passenger traffic to pass agricultural traffic.*
- *Apply truck turn templates on designated roads similar to those used for industrial traffic (minimum 25' radius curb returns) to insure that agricultural traffic can use roads when necessary.*
- *Consider the needs of agricultural traffic in the design and selection of median island treatments.*
- *Install signs to educate and alert motorists to the presence of agricultural traffic.*

6.2 BICYCLE CIRCULATION

In recent years, increased attention has been focused on the use of bicycles as an environmentally sound and enjoyable alternative to motor vehicles. Bicycles can play a role in conserving energy and reducing air and noise pollution. Southwest Dixon presents an opportunity to plan for bicycle circulation without the constraints of existing development patterns.

Existing conditions

At present, there is only limited bicycle use in the area. Bike lanes are provided along the following streets.

- West A Street - striped bicycle lanes from the eastbound interchange offramps to Pitt School Road.

- Evans Road - striped bike lane on each side of the street, immediately north of the Plan Area.
- Pitt School Road - bicycle traffic may use wide sidewalks provided north of the Plan Area.

Government programs

Dixon General Plan

The City's General Plan includes Policy VI.E.4 to promote bicycling in the City:

The City shall support cycling as a transportation mode which promotes personal health, recreation and enjoyment while minimizing energy consumption and air pollution.

Dixon Zoning Ordinance

Section 12.12A.15 provides for density bonuses for bicycle and pedestrian trails. Up to one additional dwelling unit may be allowed for every 1,000 feet of paved interior pedestrian trails or bicycle paths which connect with designated City trails and paths.

City Bikeways Master Plan

In 1993, the City of Dixon adopted a Bikeways Master Plan to encourage bicycle use throughout the City. The bikeway system is intended to provide opportunities for commuting, connections to intermodal routes such as bus and carpool systems, and recreational enjoyment.

Implementation programs - traffic circulation

6.1a Dedications and improvements. Require dedication of right-of-way and installation of street improvements as conditions of project approval, based on adopted City standards and the requirements of the Specific Plan.

6.1b City Traffic Mitigation Fund.

- Southwest Dixon owners/developers. Require the owners/developers of the Southwest Dixon Plan Area to pay into the City's mitigation fund for roadway and intersection improvements along Pitt School Road and other streets.
- Other new developments in Dixon also should pay into the City's mitigation fund for roadway and intersection improvements, and should be responsible for full improvement at locations where conditions degrade to unacceptable levels due to increased traffic from these sources.
- Regional roadway improvements. The City of Dixon should establish an off-site mitigation fee to collect funds from all new developments for regional roadway improvements. This fund should be developed in concert with all other Solano County and regional jurisdictions.

6.1c Freeway Interchange. Coordinate efforts with Caltrans and establish funding mechanisms to improve the West A Street freeway interchange.

6.1d Traffic signals. The City shall monitor intersections and provide traffic signals when warranted. Monitoring shall

be provided at least yearly, with more frequent monitoring if required by rapid development.

6.1e Access. In review of development applications, evaluate spacing of intersections along arterial streets, and proposed driveway access to arterial and collector streets. As conditions of approval, restrict access to streets in keeping with City standards and policies.

6.1f Traffic-calming devices. Where appropriate, require the use of traffic-calming devices on local streets, to reduce traffic speeds and improve traffic safety conditions in residential neighborhoods. Options include:

- Limited use of stop signs
- Street alignment (avoid long, straight local streets)
- Reduced posted speed limits, based on special conditions such as street alignment
- Undulators (broad speed humps) and raised crosswalks
- Deviators (traffic realignment along street), where cars are required to drive around planters
- Narrow street sections (periodic planters in parking zone)
- Alternating pavement textures

6.1g Monitoring. Continue the monitoring of traffic levels, individual development trip generation, traffic distribution and safety conditions as development occurs in Southwest Dixon, to determine the need for possible adjustments to the Specific Plan.

6.1h Agricultural equipment. Street improvements shall include the following considerations:

- Take care in the placement of light standards and poles to insure that they do not obstruct wide loads.

Parkway corridor. A Class I bikeway extends the length of the Plan Area, from Lincoln Street to the southwest corner of the Plan Area.

- Camellia Drive Extension. Include a Class I bikeway along the perimeter of the east neighborhood park.
- Southeast Parkway. Provide Class I bikeway link from east neighborhood park across Pitt School Road to the south neighborhood park, with a controlled crossing of Pitt School Road.
- East Parkway and North Parkway. Provide Class I bikeway connecting the south neighborhood park, school and community park, west to Gateway Drive Extension. Coordinate with the School District on provision of a bikeway adjoining the school site.
- Gateway Drive Extension. Provide Class I bikeway from North Parkway to southwest corner of Plan Area.

Community park loop. Provide a Class I bikeway around the perimeter of the community park.

Batavia Road. Include Class II bike lanes south of Gateway Drive Extension.

Lincoln Street. Provide Class II bike lanes south of Hillview Drive.

Evans Road.

- North of the community park, provide a Class II bike lane on the west side of the street, and a Class I bikeway on the east side of the street.
- Between the community park and the south Plan Area boundary, provide Class II bikeways on each side of the street.

Hillview Drive Extension. Provide a Class I Bikeway (combined with pedestrian use) on this route to school.

Lincoln Street. Provide Class II bike lanes.

Gateway Drive Extension. West A Street to Batavia - provide Class I bikeways on both sides of the street.

Provide ~~appropriate controlled crossing~~ *marked crossings* at major intersections, *rather than using midblock crossing points.*

Issues - bicycle circulation

- How to encourage safe bicycle use as part of the circulation system in Southwest Dixon.
- How to incorporate bicycle facilities into shopping areas, schools, and other facilities.

The Bikeways Master Plan recognizes that encouragement of bicycle riding can conserve energy, improve air quality, and reduce traffic congestion. It is also recognized as an important element of the City's vehicle trip reduction ordinance when used as an alternate mode of transportation. The City's bikeways classification system is based on the California Department of Transportation (Caltrans) recommended minimum design criteria.

- Class I Bikeway (Bike Path or Bike Trail). A completely separated right-of-way designated for the exclusive use of bicycles and pedestrians, with crossflows by motorists minimized. Generally, paths provide for two-way bicycle travel and are ten to twelve feet in width. For this Specific Plan, Class I Bikeways may be a minimum 8' width, with combined pedestrian and bicycle use. Existing improvements on Pitt School Road provide an example.
- Class II Bikeway (Bike Lane). A restricted right-of-way designated for the exclusive or semi-exclusive use of bicycles, with vehicle parking and crossflows by pedestrians and motorists permitted. The street is striped on each side for one-way bicycle travel.
- Class III Bikeway (Bike Route). A preferred bike route designated by signs and shared with pedestrians or motorists. Specific bike routes are not designated in the Bikeways Master Plan.
- Suggested Route to School. Certain streets are designated for this purpose.

The Bikeways Master Plan describes costs, funding, and implementation of the plan, with the following bikeways designated on existing Southwest Dixon area streets:

- Pitt School Road - Class I
- West A Street - Class II
- Evans Road north of West A Street - Class II
- Lincoln Street north of Hillview - Suggested Route to School

A potential intercity bikeway also is proposed along the Southern Pacific Railroad south of the Plan Area. This will connect Dixon to adjacent cities, Davis and Vacaville by a dedicated bike path.

Proposed bikeway system

The Southwest Dixon Bicycle and Circulation Plan is shown in Figure 6-4. Cross sections are included in Figure 6-5. The Specific Plan incorporates the City's Bikeway Master Plan designations, and provides additional bikeways. These include:

West A Street. There is an existing bike lane along the south side of this street.

Pitt School Road. Provide a Class I bikeway along each side of the street in the Plan Area, to match street improvements north of A Street.

Implementation programs - bicycle circulation

- 6.2a Bicycle Circulation. Require dedication and improvement of bike lanes and facilities as conditions of development approval, based on the Southwest Dixon Bicycle Circulation Plan map and standards.
- 6.2b Pavement surfaces. Review public improvement plans to assure that planned pavement surfaces for bikeways are smooth and free of irregularities. Utility vaults and drainage grates shall be compatible with bicycles and shall be installed flush with the pavement surface. No grate openings shall be allowed in bicycling areas with openings greater than 1/2" in width or six inches in length where parallel to the direction of travel. Grate openings shall be oriented to minimize potential hazards and shall be inspected as part of the City's ongoing street maintenance program.
- 6.2c Intersections. Where bike lanes cross intersections with designated vehicular right turn lanes, the City shall include "bike pockets" for bicyclists, with a 4' minimum striped bike lane. Provide a smooth surface, with no gutter lip.
- 6.2d Bicycle parking. As a condition of approval, require appropriate bicycle parking at major destinations.
- 6.2e Financing. Require developers to contribute their fair share to bicycle circulation improvements, including bike path construction, striping, signage, crossing controls, and other measures.
- 6.2f Bikeway Master Plan. Amend the citywide plan to incorporate the bicycle facilities designated in the Southwest Dixon Specific Plan.
- 6.2g Density bonus. Promote the use of Zoning Ordinance provisions for construction of interior pedestrian trails or bicycle paths which connect with designated City trails and paths.
- 6.2h Education program. The City shall encourage the School District to provide an ongoing bike rider education program in Dixon schools, with police enforcement of bike riding rules.

Goal 6.2 To support bicycling as a transportation mode which promotes personal health, recreation, and enjoyment while minimizing energy consumption and air pollution in Southwest Dixon.

Policies - bicycle circulation

6.2.1 Bicycle network. Establish a safe and convenient network of bikeways in Southwest Dixon.

- Provide direct connections from residential areas to recreation, shopping, and employment centers.
- Provide bicycle circulation links between Southwest Dixon and the rest of the City.

6.2.2 Bicycle routes. Limit on-street bicycle routes to those streets where available roadway width and traffic volumes permit safe coexistence of bicycle and motor vehicle traffic.

6.2.3 Safety. Plan bikeways to minimize the potential for accidents.

- Keep the number of street crossings to a minimum.
- Provide traffic control devices at crossing points.
- Provide and maintain suitable paving surfaces for bikeways.

6.2.4 Security. Locate bikeways where there is good visibility from streets or other high-activity areas, with appropriate lighting.

6.2.5 Bicycle parking. Include convenient and secure bicycle parking facilities at key destinations.

6.2.6 Bicycles and pedestrians. Plan bikeway system to reduce conflicts between bicyclists and pedestrians.

6.2.7 Education and enforcement. Provide bicycle training in schools, coupled with enforcement of bicycle traffic rules.

Policies - pedestrian circulation

- 6.3.1 Pedestrian network.** The City shall establish a system of pedestrian pathways linking city parks, the neighborhood commercial center, school, and other key destinations, as designated on the Southwest Dixon Pedestrian and Bicycle Circulation Plan Map.
- 6.3.2 Sidewalks.** Provide sidewalks or pedestrian paths along all streets in Southwest Dixon.
- 6.3.3 Pedestrian links.** Plan "pedestrian-friendly" links between residential areas and the neighborhood commercial center. Avoid long barriers between residential and shopping. Group stores and offices along pedestrian routes, and minimize pedestrian circulation through or along parking lots.
- 6.3.4 Safety.** Plan pedestrian circulation to reduce the potential for accidents. Provide clearly-marked and convenient places for pedestrians to cross arterial streets.
- 6.2.5 Security.** Locate pedestrian paths where there is good visibility from streets or other high-activity areas.

Implementation programs - pedestrian circulation

- 6.3a Public improvements.** As a condition of project approval, require adequate right-of-way and construction of pedestrian paths for streets with pedestrian routes designated on the Southwest Dixon Bicycle and Pedestrian Circulation Plan.
- 6.3b Pedestrian Circulation.** Evaluate development applications for pedestrian circulation, including links with residential areas and provision of "pedestrian-friendly" routes. Require revisions if needed to achieve satisfactory pedestrian circulation arrangements.
- 6.3c Financing.** Require developers to contribute to pedestrian circulation improvements, including clearly-marked and convenient crosswalks, signs for motorists, pedestrian-activated crossing lights at signalized intersections, and other measures.

6.3 PEDESTRIAN CIRCULATION

Sidewalks, paths, and walkways can provide a pleasant and healthful recreational opportunity. In addition, pedestrian circulation can provide an alternative to automobile use. However, careful and detailed planning is needed to provide "pedestrian-friendly" environments where people are encouraged to walk rather than drive.

Existing conditions

At present, there are no sidewalks in the Plan Area. With few existing residents, there is only occasional pedestrian circulation.

Pedestrian Circulation Plan

The Southwest Dixon Pedestrian Circulation Plan is illustrated on Figure 6-3. Key features of the plan include designated pedestrian ~~paths~~ *walkways* along the following streets. *These walkways at times are separated from the street by landscaping, rather than being located immediately adjacent to the curb.*

- West A Street
- Batavia Road
- Gateway Drive Extension
- North, South, East and West Parkways
- Hillview Drive Extension

- Evans Road
- Pitt School Road

The Pedestrian Circulation Plan also designates perimeter paths around neighborhood parks.

In addition to these designated pedestrian routes, sidewalks ~~or pedestrian paths~~ will be required along all other streets in Southwest Dixon. *Pedestrian paths, located away from streets, will be used where appropriate in parks.*

Issues - pedestrian circulation

- How to encourage safe and convenient pedestrian circulation as part of the circulation system in Southwest Dixon.
- How to encourage people to walk from their homes to shopping areas, schools, parks and other destinations in Southwest Dixon.

Goal 6.3 To support walking as a transportation mode which promotes personal health and recreational enjoyment while minimizing energy consumption and air pollution in Southwest Dixon.

Implementation programs - public transit

- 6.4a A park-and-ride lot should be established within the Plan Area, near the West A Street interchange. Consideration could be given to allocating a certain number of spaces within the neighborhood commercial center parking lot for weekday (commuter) park-and-ride use.
- 6.4b Traffic coordinator. The City of Dixon's ~~transportation systems management (TSM) coordinator~~ shall implement the City's Trip Reduction Ordinance in the Southwest Dixon Plan Area. The ~~coordinator~~ City shall work with employers in the Plan Area to encourage and help implement TDM measures such as carpooling, vanpooling and transit use.
- 6.4c Public Transit. Where feasible, coordinate efforts with public transit agencies to include satisfactory provisions for transit. Require bus turnouts and shelters where needed. If feasible, provide transit stops adjacent to the shopping center and at locations convenient to the employment center.

6.4 PUBLIC TRANSIT

Public transit is a transportation option which is particularly important for children, the elderly, and residents who do not have an automobile.

Existing conditions

The City of Dixon is not currently served by scheduled public fixed-route transit service. However, the City operates a public dial-a-ride system (Readi Ride). Also, City Link, a weekday transit service operating between Vacaville, Davis, and Fairfield, provides two daily stops in Dixon.

A park and ride lot is proposed at the Pitt School Road/I-80 interchange north of the Plan Area.

Issues

- How to plan for public transit in a low-density, auto-oriented community.

Goal 6.4 To plan for public transit service that provides an effective alternative to private automobile use.

Policies - public transit

- 6.4.1 Public transit.** Encourage the development and expansion of local public bus/van transit systems in Southwest Dixon, if it can be demonstrated that the service can be financially supported.
- 6.4.2 Transit stops.** Provide for future transit stops adjacent to the neighborhood commercial center and other key locations.
- 6.4.3 Park and ride facility.** Promote the development of a park-and-ride facility *within the Plan Area*, near the West A Street/I-80 interchange.
- 6.4.4 Transit and land use.** New development shall be designed to maximize access and use of public transit, where feasible.

Policies - parking

- 6.5.1 Parking requirements.** Require all new development to provide an adequate number of off-street parking spaces to accommodate the parking demands of the proposed land use.
- 6.5.2 Landscape treatment.** Require parking lot landscape treatment, with shade trees and perimeter screening.
- 6.5.3 Clustered parking.** Plan commercial uses with clustered parking, in order to maintain pedestrian-friendly street frontages.
- 6.5.4 On-street parking** will be prohibited throughout the Plan Area on West A Street, Gateway Drive, Batavia Road and Pitt School Road to facilitate the flow of traffic and to maximize sight distances to and from commercial driveways.

Implementation programs - parking

- 6.5a Parking standards.** Apply ~~the City's parking standards requirements~~ to all projects in Southwest Dixon, *as determined through the planned development process*. In determining parking requirements, make allowance for shared parking. Review parking standards to verify that requirements are geared to actual needs. Reduce parking where evidence can be provided that there will be reduced long-term parking demand, such as for senior housing.

6.5 PARKING

Convenient and adequate parking will be an important component of the traffic circulation system in Southwest Dixon. However, large parking lots can have adverse effects, including extra cost, increased stormwater runoff, summer heat buildup, and visual concerns.

Opportunities are available for reducing conventional parking requirements. For example, places of worship can share parking with uses which primarily need parking spaces during the week. Convenient public transit, pedestrian circulation, and bicycle facilities also can reduce the need to use private vehicles, and thus reduce the demand for parking.

Existing conditions

Other than small parking lots at the existing commercial uses, there currently is no significant demand for parking in the Plan Area.

The City has established parking standards for new development, including requirements for number of spaces, handicapped parking, and landscaping.

Issues

- How to provide adequate and cost-effective parking in the Plan Area, consistent with environmental concerns and safety needs.

Goal 6.5 To ensure the adequate provision of on-street and off-street parking, consistent with environmental and economic concerns.



Parking lot, central Dixon

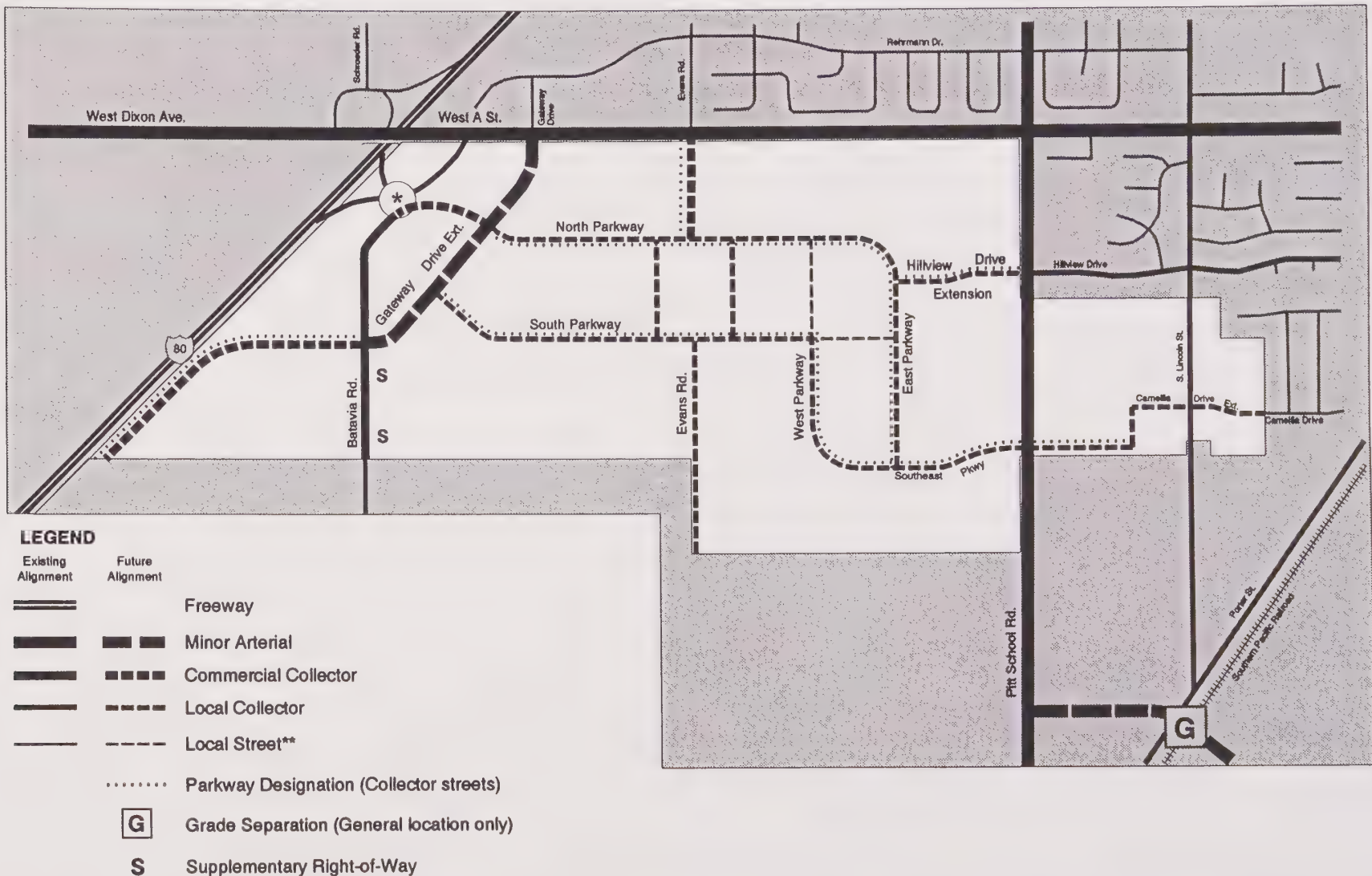


Figure 6-2: TRAFFIC CIRCULATION PLAN



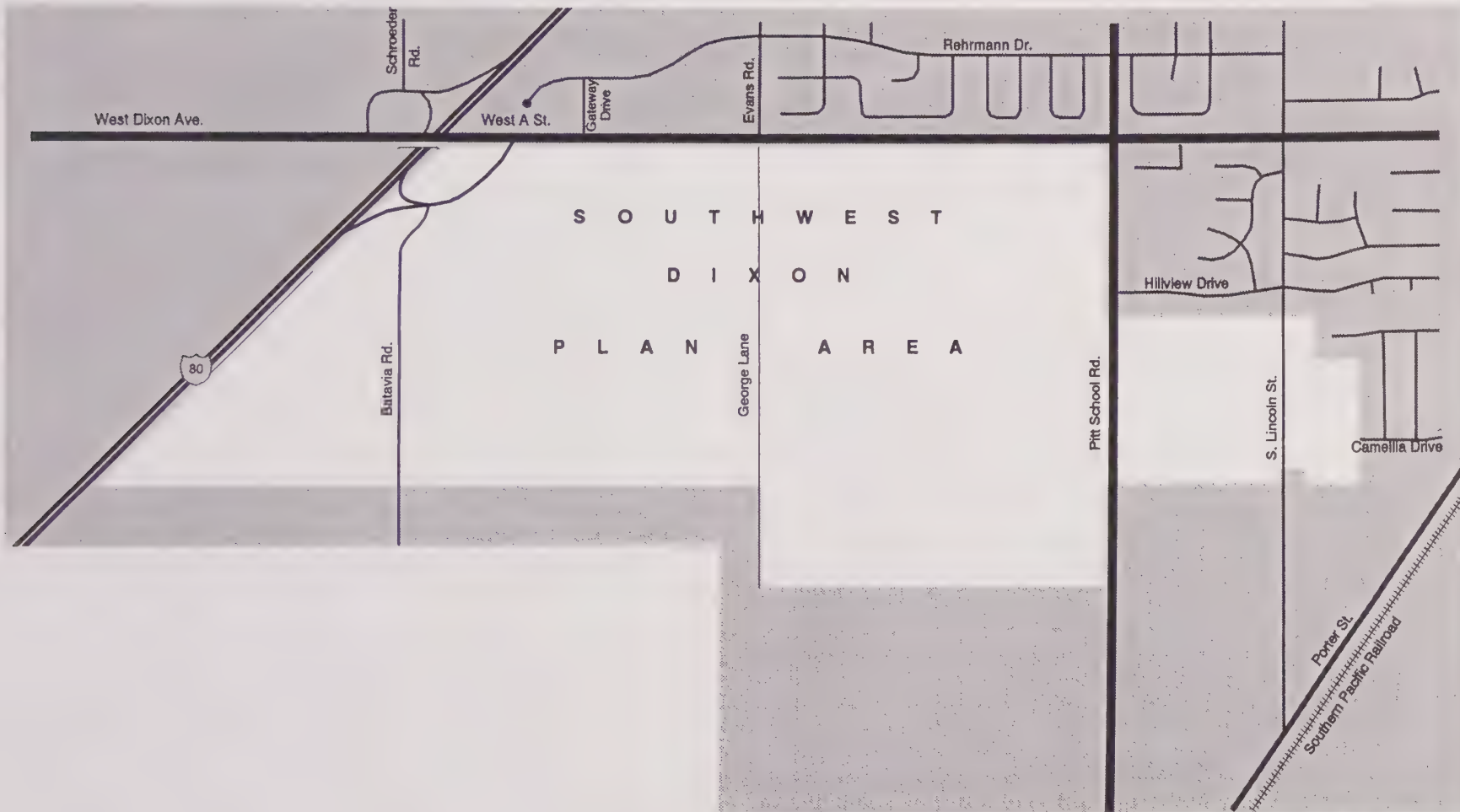
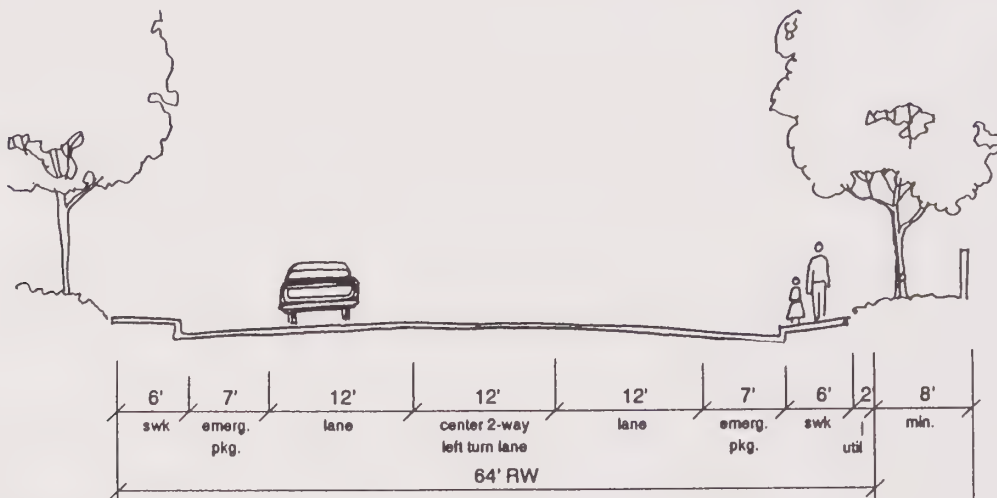
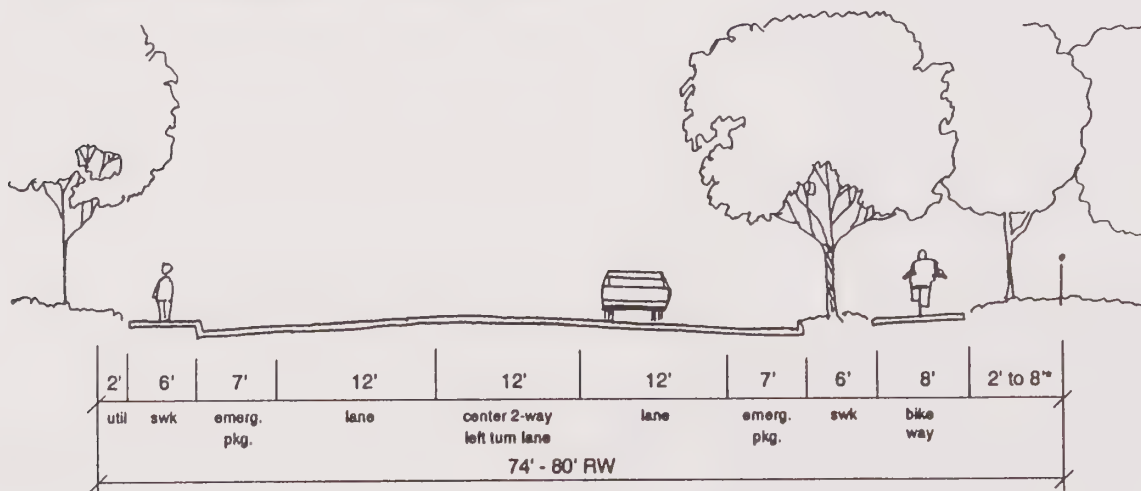


Figure 6-1: EXISTING STREETS





SECTION B1 - COMMERCIAL COLLECTOR

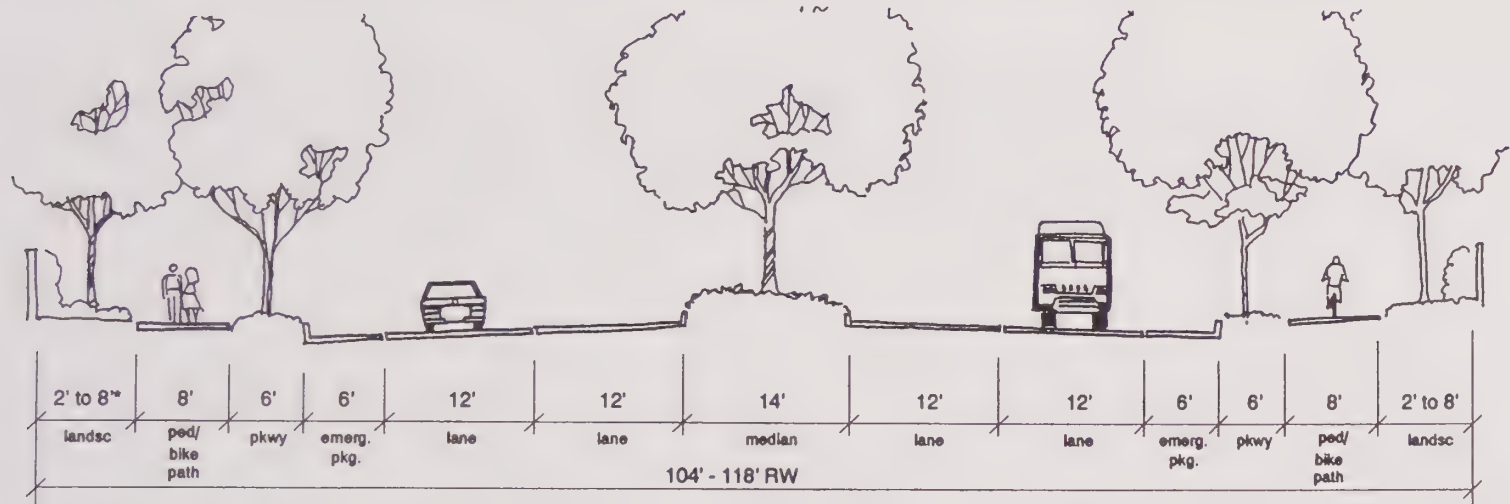


SECTION B2 - COMMERCIAL COLLECTOR - Parkway Status

*May be private landscaped setback or 8' min. corridor along freeway.

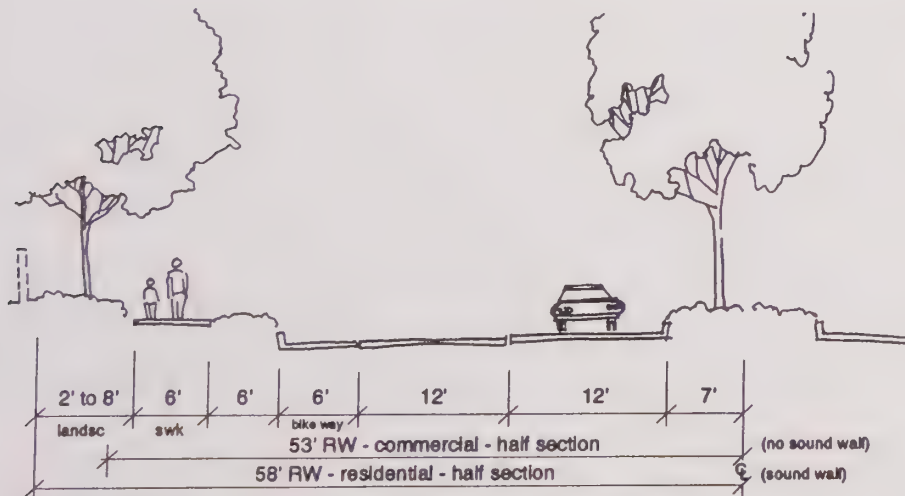
NOTE: Where sound walls are used, right of way shall include entire area between sound wall & sidewalk. Where no sound wall is present, include a minimum 2' wide utility area back of sidewalk.

Figure 6-3b: STREET SECTIONS - Commercial Collectors



SECTION A1 - MINOR ARTERIAL - Pitt School Road & Gateway Drive east of Batavia

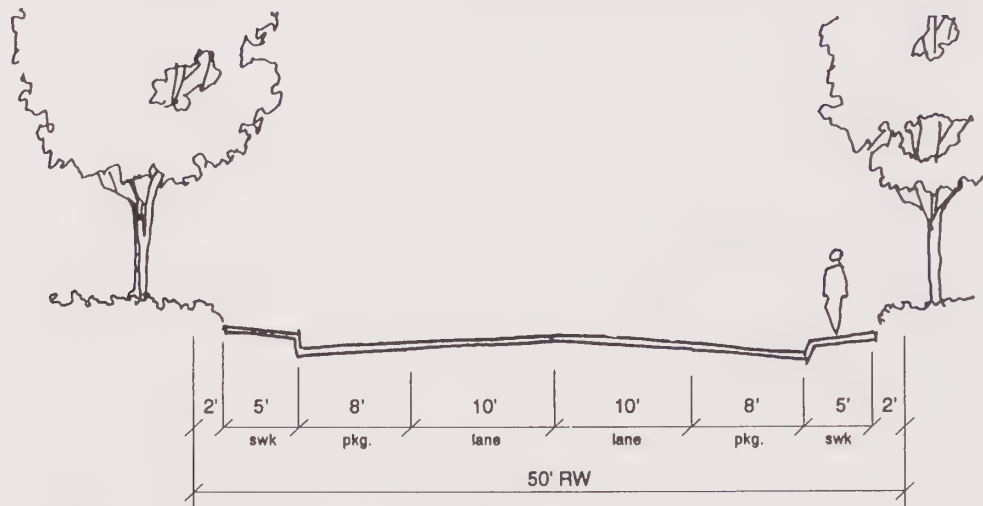
*Provide 8' minimum landscaped area from sidewalk to wall or pavement.



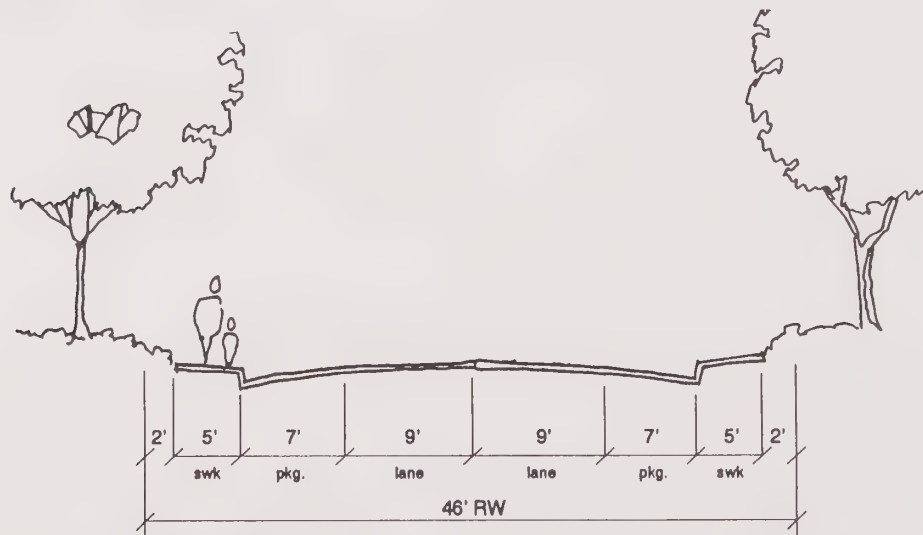
SECTION A2 - MINOR ARTERIAL - West A Street

NOTE: Where sound walls are used, right of way shall include entire area between sound wall & sidewalk. Where no sound wall is present, include a minimum 2' wide utility area back of sidewalk.

Figure 6-3a: STREET SECTIONS - Minor Arterials



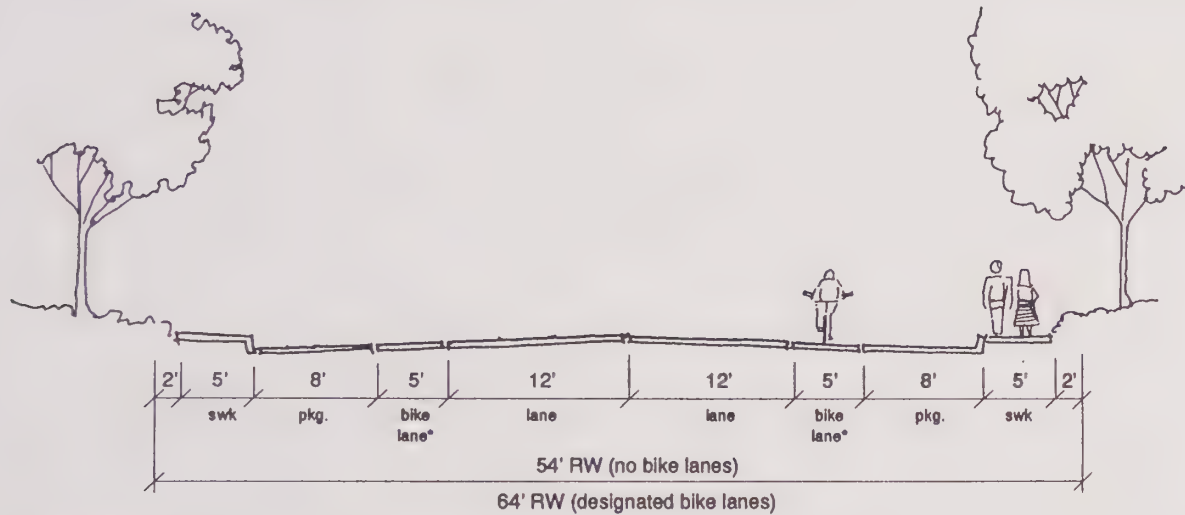
SECTION D1 - LOCAL STREET



SECTION D2 - CUL-DE-SAC

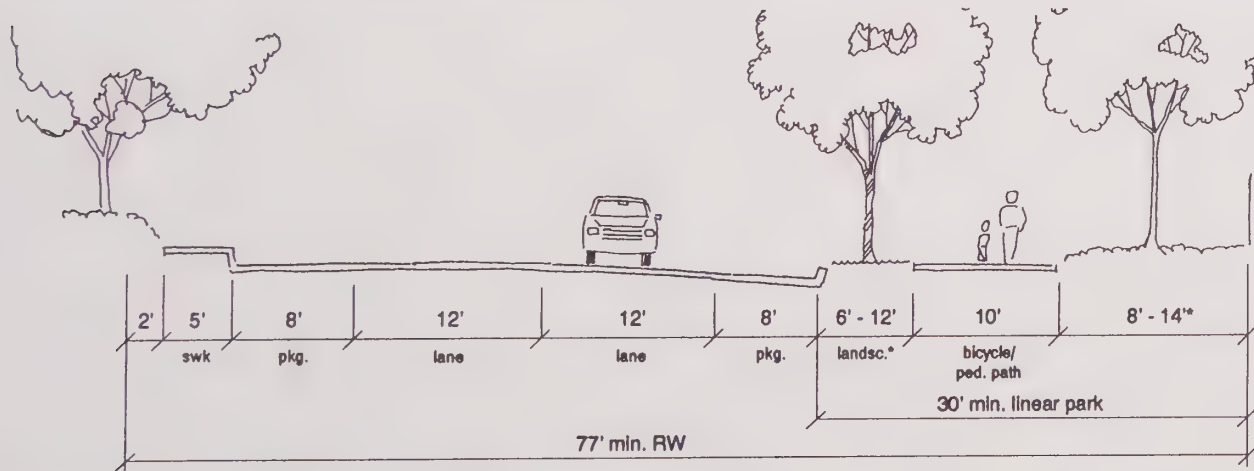
NOTE: This street section may be permitted at the discretion of the City Engineer for cul-de-sacs serving less than 20 homes.

Figure 6-3d: STREET SECTIONS - Local Streets



SECTION C1 - LOCAL COLLECTOR

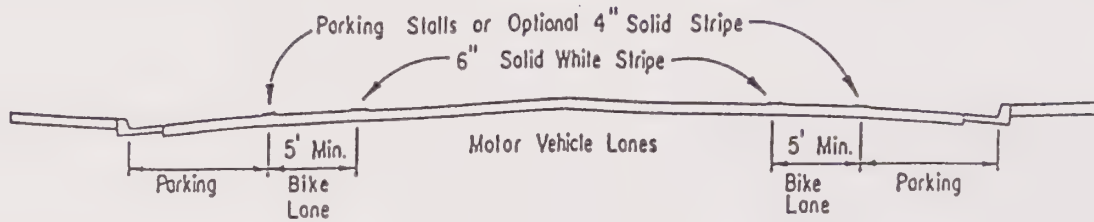
*See Bicycle/Circulation Plan for streets with designated bike lanes.



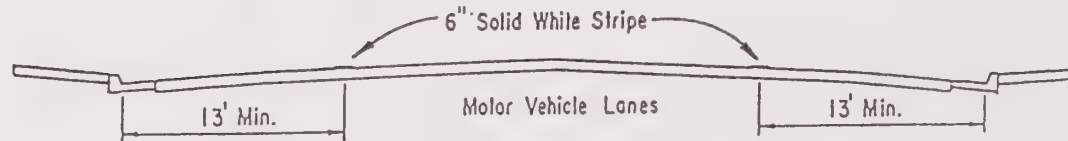
SECTION C2 - LOCAL COLLECTOR - Parkway Status

*Provide lawn or paving as needed for access to parked cars.

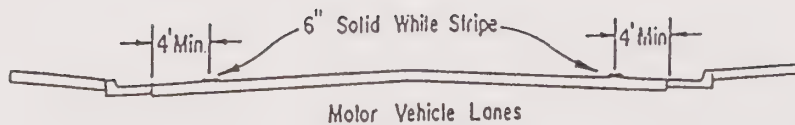
Figure 6-3c: STREET SECTIONS - Local Collectors



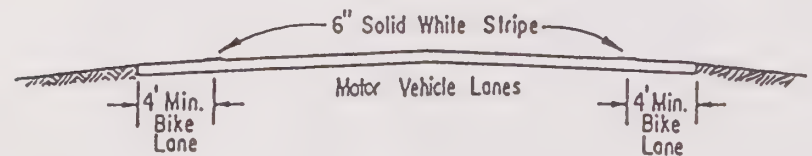
(A) STRIPED PARKING



(B) PARKING PERMITTED WITHOUT
PARKING STRIPE OR STALL



(C) PARKING PROHIBITED



(D) TYPICAL ROADWAY
IN OUTLYING AREAS

Figure 6-5: TYPICAL BIKE LANE CROSS SECTION

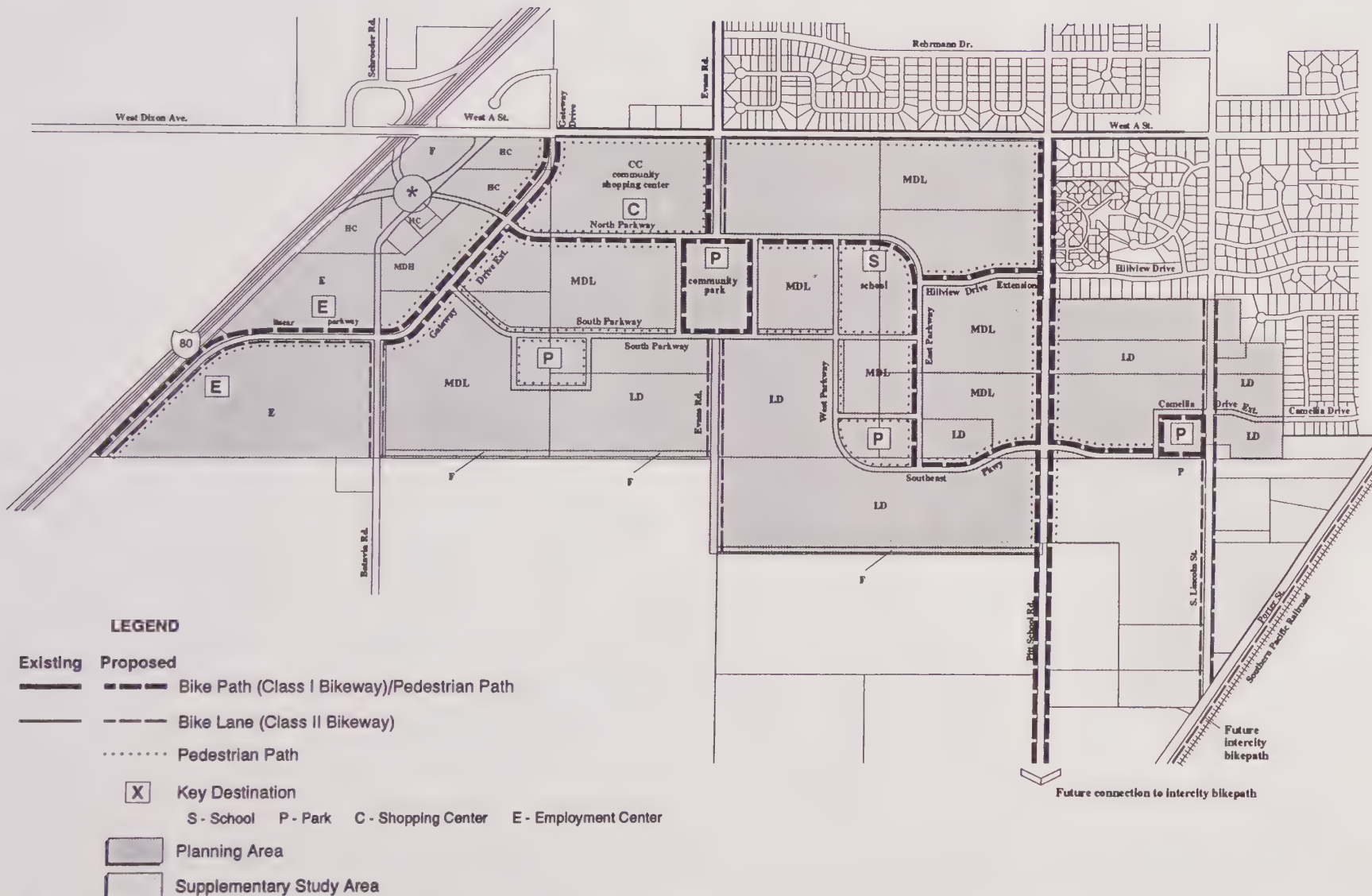


Figure 6-4: BICYCLE & PEDESTRIAN CIRCULATION PLAN

7 PUBLIC FACILITIES AND SERVICES

New homes and businesses in Southwest Dixon will need a network of water lines, sewer pipes, drainage facilities, and streets. Fire protection, schools and other public services also are needed for new development.

This chapter of the Southwest Dixon Specific Plan is a supplement to the Dixon General Plan, which includes citywide policies and programs for public services and facilities.

Related topics are discussed in the following chapters:

- Water quality - Chapter 3.
- Public land use designations - Chapter 1.

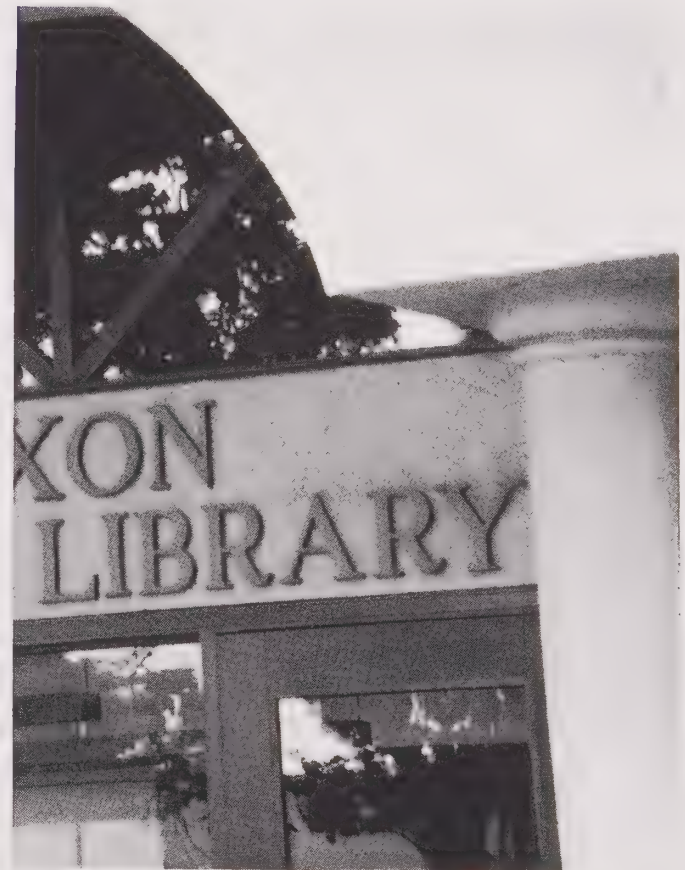


Dixon water tower

- 7.1.3 Economic development.** The City shall ensure that public facilities in Southwest Dixon are planned to promote economic development consistent with the economic policies of the General Plan and the Specific Plan.
- 7.1.4 Growth management.** The City shall encourage and control growth in Southwest Dixon to the extent that local service networks can support it.
- 7.1.5 Financing.** Establish an equitable means of financing facility expansion and capital improvements in Southwest Dixon, based on the policies and programs of the Specific Plan.
- 7.1.6 Public-semi public land use.** In addition to the land designated for major facilities on the Specific Plan Map, encourage provision of adequate land, appropriately located, for other public and institutional facilities in Southwest Dixon. The City shall encourage quasi-public uses such as churches, private schools, and day care centers in appropriate locations.
- 7.1.5 Access to public facilities.** In considering appropriate locations for public and quasi-public uses, the City shall consider the need for access and safety of all residents, especially young families, the elderly, and pedestrians.

Implementation program - public facilities and services

Implementation programs for specific public facilities and services and facilities are listed under Sections 7.2 through 7.9.



7.1 PUBLIC FACILITIES & SERVICES - General Concepts

Community services and facilities are essential to growth in Southwest Dixon. This Specific Plan includes policies and programs for the orderly provision of public services to the Plan Area.

Public land uses include schools, parks, and governmental operations, while quasi-public uses comprise uses such as churches and hospitals. Reservation of land for public and quasi-public services is important to improve safety and convenience for area residents and workers. Traffic congestion can be reduced by locating public and quasi-public uses in easily-accessible locations, reducing the need for driving.

Issues

- New development requires expansion of public services and facilities. An equitable means of allocating this expense is needed to maintain fairness for property owners and residents.

Goal 7.1 To provide an adequate level of public services and facilities in Southwest Dixon to ensure the continued health, education, welfare, and safety of residents, visitors, and employees.

Policies - public facilities and services

- 7.1.1 Public service system.** The City shall create a system of public service provision in Southwest Dixon which will:
- Support and encourage a contiguous pattern of land use, and discourage premature development,
 - Maintain or improve current service standards, and
 - Minimize potential environmental, fiscal and social impacts.
- 7.1.2 Facility and service expenses.** New development in Southwest Dixon shall pay its fair share of the costs of all required public facilities and services by means of adequate mitigation fees. An equitable basis for allocating costs between new development and existing areas will be defined where capital improvements raise the quality of existing service or remedies an existing problem in service provision. However, the premature upgrading and replacement of facilities and equipment caused by new growth will be the responsibility of new development.

7.2 WATER SERVICE

Existing water supply conditions

The Southwest Dixon Plan Area is within the service area of the Solano Irrigation District (S.I.D.). Irrigation for agricultural areas is provided by the Weyand Canal and a series of underground pipelines. Commercial and residential areas are served from individual wells.

The Dixon-Solano Municipal Water Service (DSMWS) is operated ~~as a joint venture of~~ *through a Joint Exercise of Powers Agreement between* the Solano Irrigation District and the City of Dixon. The areas of the West A Street Assessment District north of West A Street are in the service area of the DSMWS. The areas east of the Plan Area are within the franchise area of the California Water Service Company (Cal Water) as shown in Figure 7-1.

Projected water demand

At full buildout, the annual average potable water demand is estimated to be approximately 1,661 acre feet. The average daily demand is estimated to be 4.55 acre feet. Although the City has three ~~other~~ potential sources of water supply (groundwater mining, Lake Berryessa and the California North Bay Aqueduct), groundwater will continue, for the near term, to be the principal source of water for the City. *The City of Dixon is not a member unit of the Solano Project which supplies water from Lake Berryessa. It would have to be provided by the Solano Irrigation District.*

Solano Project water is raw-surface water and not suitable for human consumption without first being treated.

Proposed water system

The Southwest Dixon Plan Area will be served by DSMWS with the proposed grid system shown in Figure 7-2. The grid extends south from Gateway Drive, Evans Road and Pitt School Road into the proposed area to be developed and forms a primary 12-inch looped main. The system will be designed to meet the requirements of the DSMWS, with fire hydrants and mains installed to meet current fire prevention standards and a fire flow of 4,000 gpm. Existing wells ~~and the underground Solano Irrigation District pipelines~~ will be abandoned as the area is converted from agricultural to urban areas. *The Solano Irrigation District's Weyand Canal would be required to be undergrounded into a pipeline, and existing pipelines relocated and reconstructed, as required by SID.*

Groundwater is the current source of water supply for the City of Dixon ~~and is sufficiently available to meet current demands~~. *A study entitled Report on Groundwater Resources of North Central Solano County has been prepared for the Solano Water Authority, as part of work on a groundwater management plan, and evaluates long-term availability of groundwater. Quality of the groundwater is generally good.*

Batavia Road facility. This new well will be constructed to serve the Southwest Dixon Specific Plan area. The Batavia Road facility will include a 1000 gpm groundwater well, a 500,000 gallon welded steel storage tank, and booster

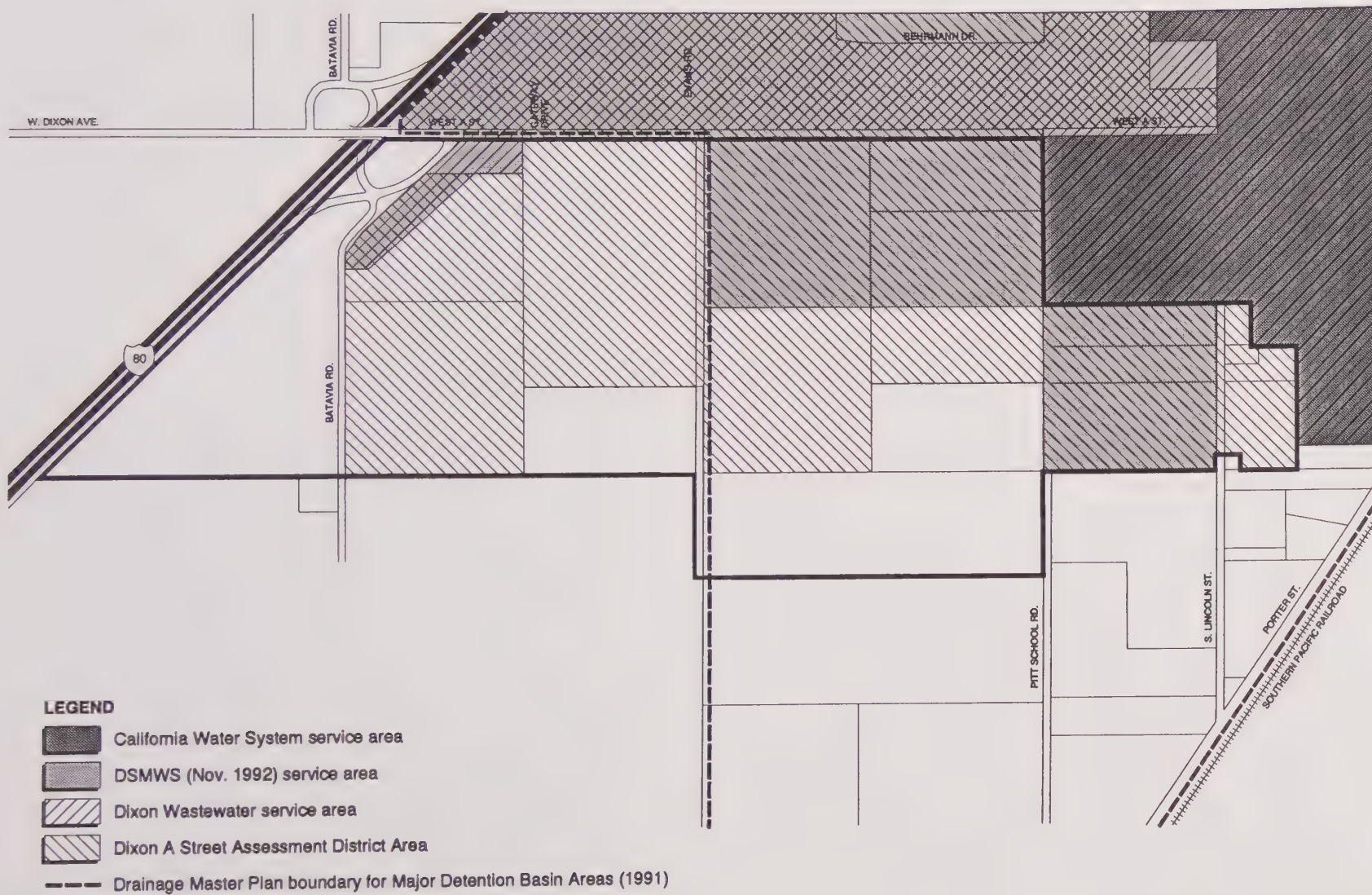


Figure 7-1: WATER, SEWER & DRAINAGE SERVICE AREAS



Implementation programs - water service

- **7.2a** Water System Master Plan. Project proponents shall prepare a design-level Water System Master Plan for the Southwest Dixon project, in accordance with Standard Specifications, for approval, prior to the first Final Planned Unit Development approval. The project proponents and successors-in-interest shall implement this Master Plan, as needed, to serve the demand of individual developments. The preparation of this Master Plan shall be by a civil engineer and shall evaluate the appropriate design (size) and location of adequate water system facilities in accordance with City policy and standards. Final water system designs recommended by such Master Plan shall be implemented as part of the design of individual developments.
- **7.2b** Water conservation. The City shall require that project developments promote water conservation to the maximum extent possible to minimize project demand on groundwater and as a means to delay the need for new water sources.
- **7.2c** Coordination. Work closely with the Dixon-Solano Municipal Water Service to provide orderly extension of water service and to ensure that the safe yield of the groundwater aquifer is not jeopardized.



California Water Service Company elevated storage tank

pumps. The distribution system will connect this well and tank to the well facility on Rehrman Drive.

Issues

- Expansion of the City's water system to Southwest Dixon will place increased demands on water sources.

Goal 7.2 To provide adequate water service to serve development in Southwest Dixon, in a timely, cost-effective and environmentally sound manner.



Weyand Canal

Policies - water service

- 7.2.1 Water supply.** Ensure that adequate water supply can be provided for Southwest Dixon, concurrent with service area expansion and population growth.
- 7.2.2 Water storage and distribution.** Develop new water storage facilities and major distribution lines as necessary to meet new development in Southwest Dixon.
- 7.2.3 Extension of water lines.** Do not extend new water service to areas outside the City limits, except in extraordinary circumstances.
- 7.2.4 Private wells.** Continue restriction of private water wells within the City limits.
- 7.2.5 Coordination.** The City shall consult with water purveyors to assure that adequate service is provided.
- 7.2.6 Water conservation.** Water conservation features shall be incorporated into structures and landscaping.
- 7.2.7 Financing.** Continue to finance water improvements and service with impact fees and service charges.

7.3 WASTEWATER

Existing wastewater system

Most of the land within the Southwest Dixon Plan Area is not presently being served by the City of Dixon wastewater collection and treatment facilities. Existing residential and commercial uses in the area utilize septic tanks and leach fields for the small quantity of wastewater generated. However, a small portion of the area was designated in the 1983 Dixon Facility Plan as projected land use areas (see Figure 7-1).

Wastewater flows from the West A Street Assessment District were designed to flow to a temporary wastewater pump station at the intersection of Pitt School Road and West A Street, where it is then pumped to an existing 15-inch main in West A Street.

When the flow at North Lincoln Street and West A Street reaches 1.2 million gallons per day (mgd), the Pitt School Road sewer extension south of West A Street will need to be constructed. These improvements will serve the balance of the undeveloped area in the West A Street Assessment District. At that time, the sewer lift station is to be abandoned.

Project wastewater system

The planned wastewater collection system for the Southwest Dixon Plan Area is shown in Figure 7-3. New development in the Plan Area would generate approximately 0.77 mgd of additional wastewater flows (410 acres x 1500 gal/ac/day flow + 370 gal/ac/day infiltration).

The Pitt School Road sewer extension was originally sized to handle the land within the West A Assessment District boundary. The pipe for the Pitt School Road sewer extension will need to be upsized from that originally calculated to accommodate the additional area included in the Southwest Dixon Plan Area boundary.

The proposed sewer line will extend from Pitt School Road and West A Street southerly 5,280 feet where it will extend easterly to South First Street to an existing 27-inch trunk main that runs south to the City's Wastewater Treatment Plant. The Public Works Department has indicated that the 27-inch trunk main is nearing capacity and that a parallel 36-inch trunk main will need to be installed to serve future developments within the City of Dixon. This new 36-inch trunk main would normally be constructed from development fees collected at the time of development, but may need to be included in an areawide Assessment District project to provide sufficient flow capacity for development to commence.

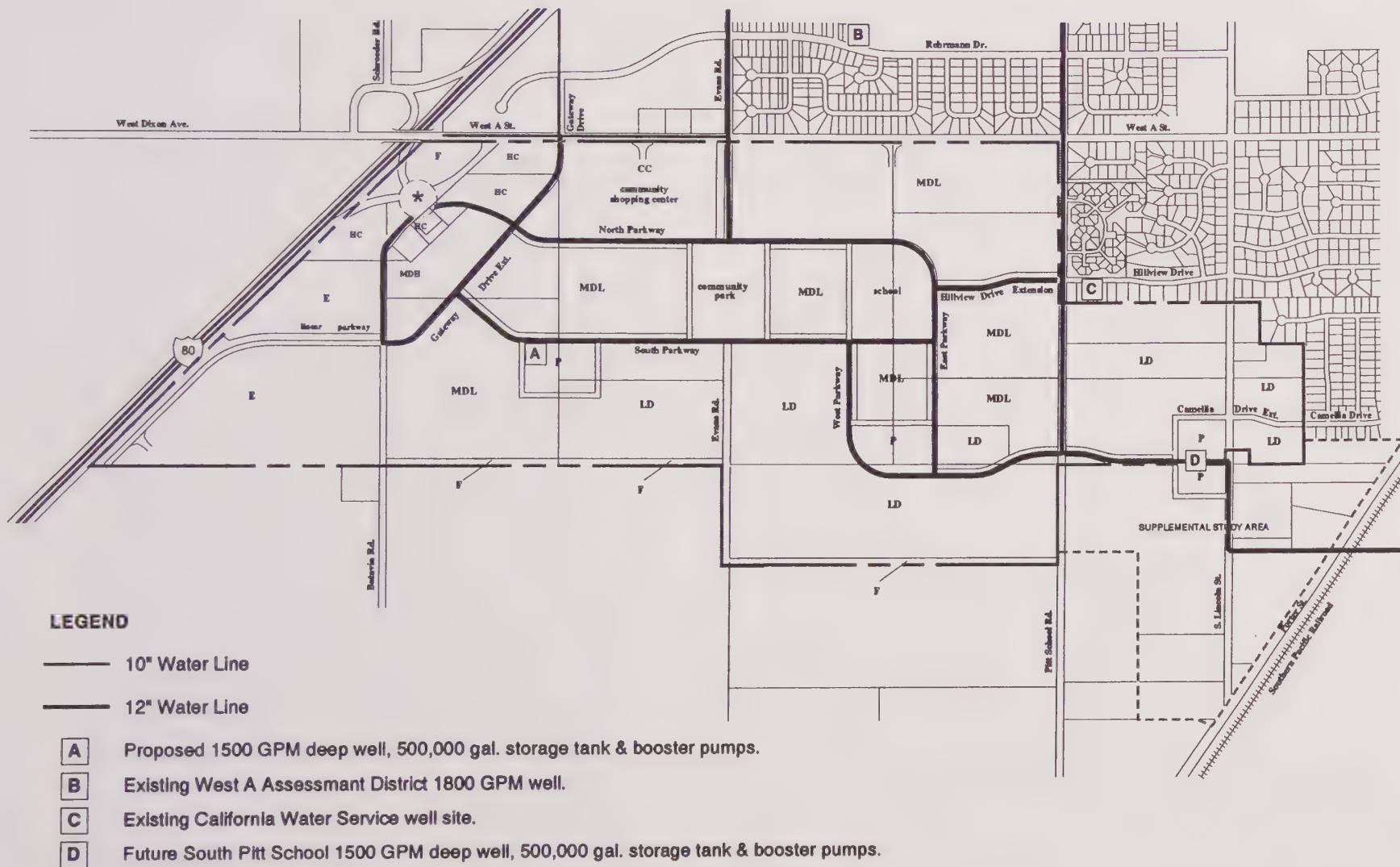


Figure 7-2: WATER MASTER PLAN



Policies - wastewater

- 7.3.1 Facility expansion.** The City shall ensure that the significant increases in sewage treatment and disposal capacity requirements generated by new development will be provided in a timely, cost-effective, and environmentally sound manner.
- 7.3.2 Capacity.** The City shall ensure that development in Southwest Dixon does not exceed the capacity of wastewater facilities.
- 7.3.3 Service extension.** New sewer service shall not be extended to areas outside the City limits in Southwest Dixon.
- 7.3.4 Fees.** Assess development fees that are sufficient to pay for capacity improvements, in keeping with the City's public facility plans.

Implementation programs - wastewater

7.3a Onsite Wastewater Collection Facilities.

Project proponents shall prepare a design-level Wastewater System Master Plan for the Southwest Dixon project, in accordance with the Public Works Department Standard Specifications, for City approval, prior to the first Final Planned Development approval. The City, project proponents and successors-in-interest shall implement such Master Plan when needed to serve the needs of individual developments. The preparation of such Master Plan shall be by a civil engineer and shall evaluate the appropriate design (size) and location of adequate wastewater system facilities in accordance with City policy and standards. Final wastewater system designs recommended by such Master Plan shall be implemented as part of the design of individual developments.

- 7.3b Wastewater Treatment and Trunkline Facilities.** The City shall develop new wastewater treatment and trunkline capacity as necessary to serve new development within the Plan Area, in accordance with General Plan and Specific Plan requirements.

The capacity of the 27-inch sewer is 5.6 mgd. Using a peaking factor of 2.5, the average flow at the treatment plant would need to reach 2.2 mgd (5.6 mgd/2.5) before the 27-inch trunk main is at capacity. This is 1.0 mgd of capacity above the current average flow of 1.2 mgd. This would allow for approximately 667 acres of development (1.0 mgd/1,500 gpd per acre). The peak flow in the 27-inch trunk main could be verified through monitoring.

Wastewater treatment plant

The capacity of the City's Wastewater Treatment Plant, located three miles south of Dixon, has recently been downgraded due to new regulations imposed by the Regional Water Quality Control Board. Phase I Wastewater Treatment Plan Improvements *currently in the design phase* ~~scheduled for 1994~~ will bring the capacity of the plant up to 1.6 mgd. This is 0.4 mgd of capacity above the current average flow of 1.2 mgd. This will allow for approximately 400 acres of development (0.6 mgd/1,500 gpd/acre) before Phase II improvements need to be constructed. Expansion of the Wastewater Treatment Plant is provided from a combination of State, Federal and local (development fees) funding, with the majority from local funding.

Issues

- Full buildout in the Southwest Dixon Plan Area will result in additional wastewater flows that would require collection, treatment and disposal. Additional treatment plant capacity will be required to satisfy the future demands of the Plan Area. The existing Pitt School Road main trunkline will need to be upsized to accommodate the additional wastewater flows from the project. New collector trunklines will be required throughout the Plan Area to serve the project's forecasted demand.

Goal 7.3 To provide an adequate sewage collection and disposal system to meet the needs of development in Southwest Dixon.

7.4 DRAINAGE

Development of the Plan Area will add pavement and other impervious surfaces, increasing the amount of runoff and adding to demand for drainage facilities. Because of the nearly flat terrain in the Dixon area, drainage for Southwest Dixon requires careful planning.

Related topics are discussed in these chapters of the Specific Plan.

- Flood hazards - Chapter 3
- Water quality - Chapter 3

Existing drainage pattern

The land within the proposed Southwest Dixon Plan Area is flat to mild sloping terrain. The Plan Area is split by the Dixon Ridge which generally runs north-south and is located approximately 2,000 feet west of Pitt School Road. The land east of the ridge and west of Pitt School Road drains southeast towards Pitt School Road. The area east of Pitt School Road drains to the east to the Southern Pacific Railroad right-of-way. The area west of the Dixon Ridge and east of Batavia Road drains to the south.

The Solano Irrigation District's Weyand Canal runs north-south and is located approximately 950 feet west of Batavia Road. The area east of the Weyand Canal and west of Batavia Road slopes to the east to Batavia Road. The area west of the Weyand Canal slopes to the west towards Interstate 80.

The drainage features west of the Dixon Ridge are roadside ditches and culvert crossings which carry the drainage south and west to McCune and Sweeney Creeks. The drainage features east of the Dixon Ridge and Pitt School Road consists of roadside ditches which carry the drainage south to Porter Street.

Dixon Storm Drainage Master Plan

A Storm Drainage Master Plan was prepared for the City of Dixon in 1991. The Dixon Storm Drainage Master Plan describes the areas served by the storm drain system installed with the West A Street Assessment District. The report also lists an area south of West A Street as draining to the Pitt School Road storm drain.

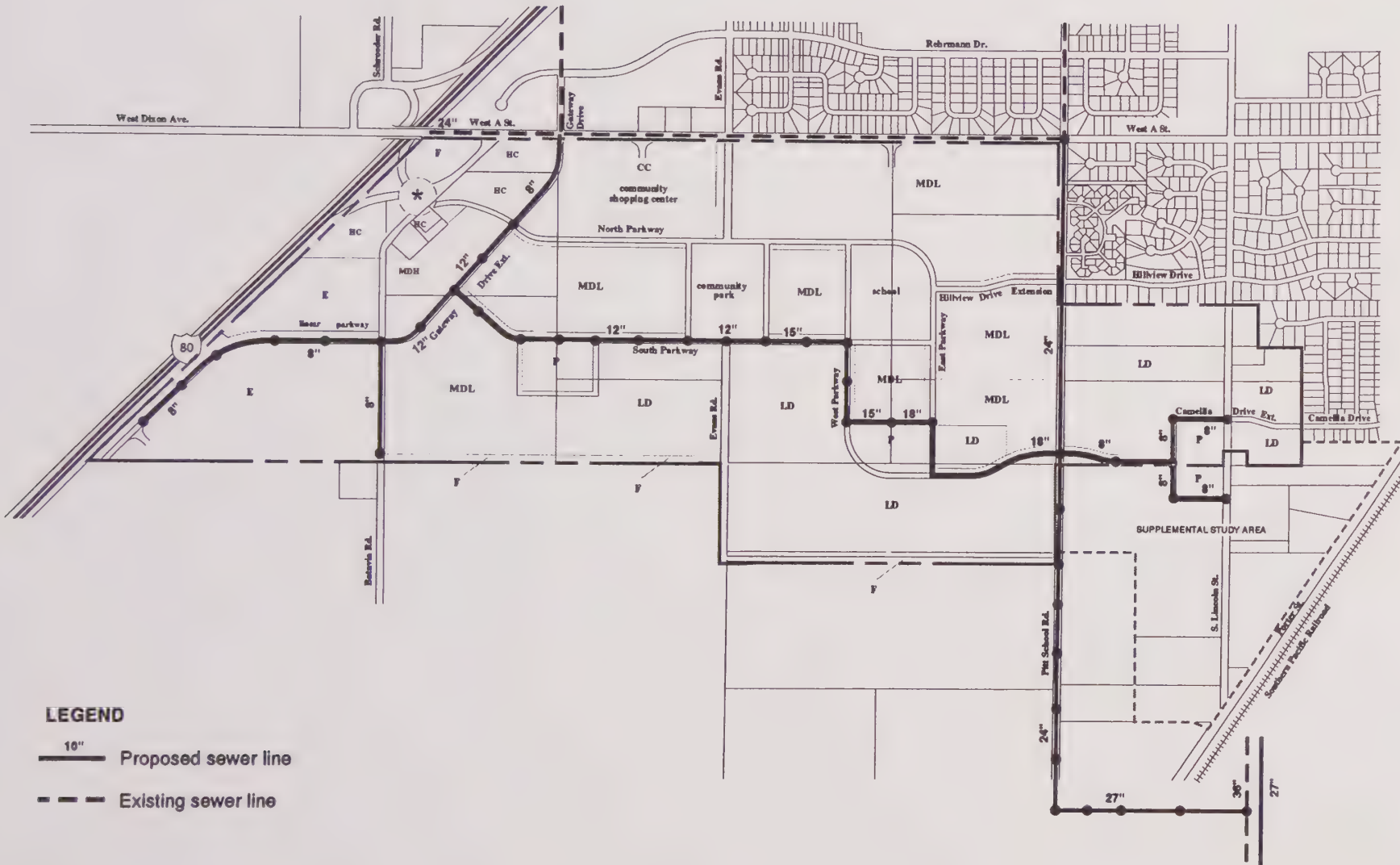


Figure 7-3: SEWER MASTER PLAN



The pond constructed for the West A Street Assessment District in 1989 consisted of a deep detention section capable of handling a 10-year and 100 year, 24-hour storm event. From the first detention section, the stormwater is then pumped into a 100 year season retention spreading area where the water is dissipated through percolation and evaporation. The 10-year detention area has an overflow spillway to the retention area for greater than anticipated storms. The pump system consists of two alternating 50 horsepower pumps rated at 7,500 GPM (16.7 cfs) which presently pump from the deep detention basin to the spreading area. Eventually an outlet to the downstream Dickson Creek channel is to be provided; at that time the spreading area may no longer be required.

As a preferred option, the West A Street Assessment District detention/retention basin should be modified as required in the 1991 Storm Drainage Master Plan for Detention Basin A. The modification to the basin would consist of enlarging the detention area along its southern limits and diminishing the size of the retention portion to accommodate 145 acre-feet of storage for a 10 year, 24 hour event of an outlet channel to Basin B, as described in the Master Plan. Basin B would limit the outfall to the downstream Dickson Creek channel to 77 cfs.

Onsite parks also can be used as supplementary detention basins.

Conceptual Drainage Master Plan

The Conceptual Drainage Master Plan for Southwest Dixon is shown in Figure 7-4. The calculations for this system are based on the 1989 City of Dixon Design Standards. The combined detention volume to serve the Plan Area is estimated to be 145 acre feet.

Issues - drainage

- Drainage for Southwest Dixon needs to be handled in a cost-effective manner, taking existing drainage patterns into account.
- There are opportunities for combining drainage needs with visual, recreation, and wildlife benefits, through the use of multi-purpose drainage channels and basins. The residential neighborhood east of the Plan Area has made effective use of open channels and basins as a design element. Because of the existing drainage patterns in Southwest Dixon, trunk lines probably need to be piped. However, smaller tributary drainage channels may be appropriate along linear parkways.

During design for the West A Street project the City of Dixon's "Draft" Storm Drain Report indicated that the areas south of West A Street would require a series of localized detention ponds that would limit the flow from the area to ten percent (10%) of the ten (10) year design storm. The West A Street Assessment District parcels south of West A Street and west of Pitt School Road are currently paying assessments for the oversizing of the Pitt School Road drain line based on that premise (see Figure 7-1).

Not all areas of the Southwest Dixon Plan Area are within the Tributary Area for Basin A as described in the Dixon Storm Drainage Master Plan. Also, a portion of the area included in that tributary boundary is not included for development in the Southwest Dixon Specific Plan.

Project drainage considerations

For areas west of the Dixon Ridge not included in the Basin A Tributary Area, a possible outlet to McCune Creek was examined. For this option, future flows exiting the Plan Area would need to be maintained at current levels so as not to have a detrimental impact on downstream properties. This would require an additional detention basin beyond that described in the 1991 Storm Drainage Master Plan.

The cost of construction and maintenance of an additional basin would be far greater than required to expand existing Basin A and would not be in compliance with the recommendations of the current City of Dixon Storm Drainage Master Plan. The City of Dixon has had past agreements for drainage outfall into Dickson Creek. This agreement has limited outfall to 77 cfs. The Master Plan dictates the use of detention ponds to maintain this maximum allowable outfall. The use of detention ponds will allow for the redirection of drainage shed areas without increasing the downstream allowable outfall.

The City is in the process of ~~updating~~ ~~securing a consultant to update~~ the Storm Drainage Master Plan. This update would require negotiations with the downstream drainage entities for a new agreement (Dixon Resource Conservation District, DRCD). It is conservative to assume that any new agreement would maintain the 77 cfs maximum outfall limit and could allow for the adjustment of drainage areas while maintaining the limit.

As shown in Figure 5-5, the Drainage Shed west of the Dixon Ridge eventually flows into McCune Creek which combines with Sweeney Creek to flow south into Vlatis Creek. Vlatis Creek outlets into Maine Prairie Slough which empties into Cache Slough at Hass Slough. Dickson Creek flows south from Dixon and eventually channels into Hass Slough. Drainage sheds east and west of Dixon Ridge drain south through different routes, but ultimately combine at Cache Slough.

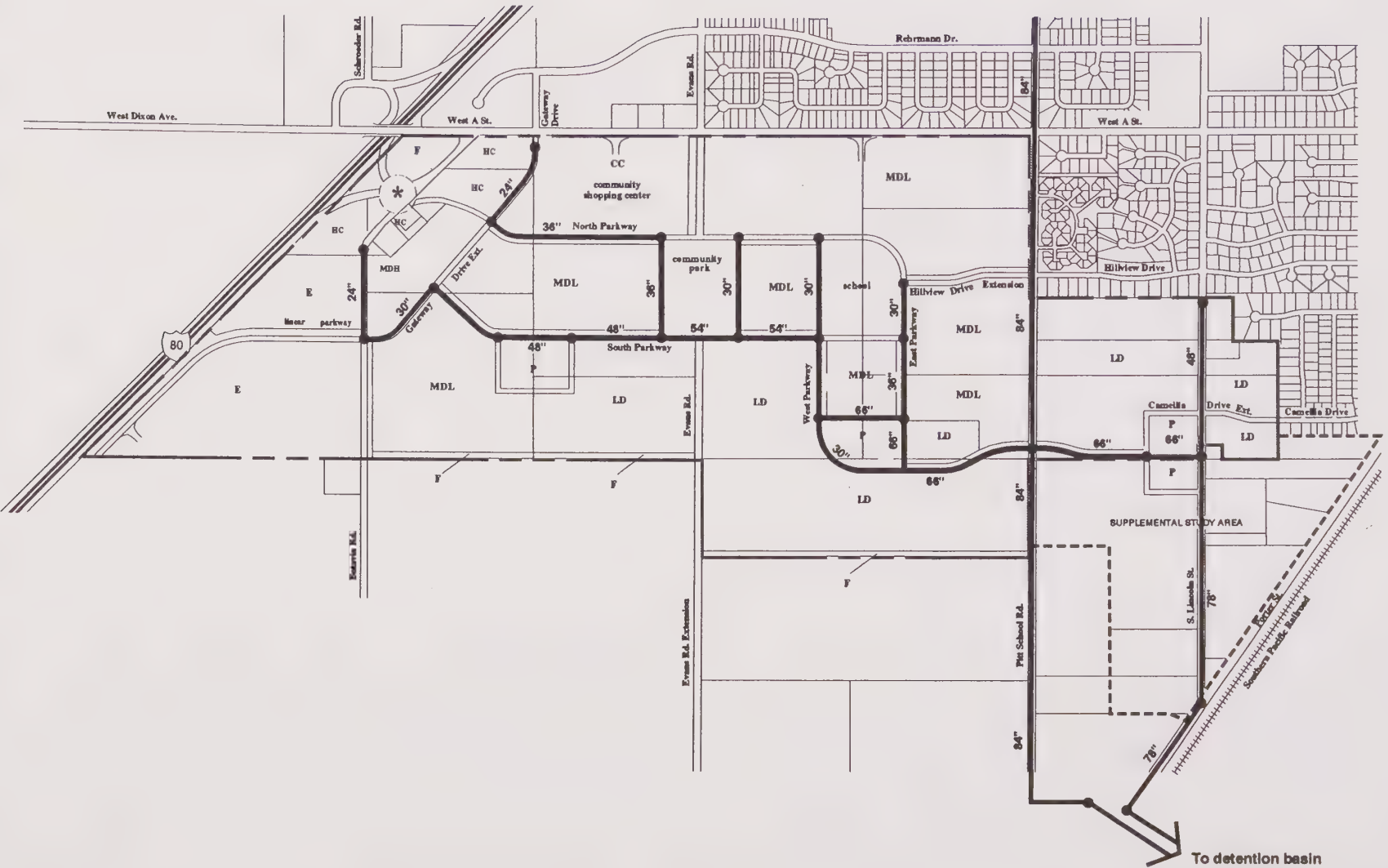


Figure 7-4: DRAINAGE MASTER PLAN



- Goal 7.4** To accommodate runoff from existing and projected development in Southwest Dixon in a cost-effective and environmentally-sound manner.

Policies - drainage

- 7.4.1 Drainage improvements.** The City shall ensure that new development provides the drainage improvements necessary to accommodate peak flows.
- 7.4.2 Financing.** The City shall ensure that drainage facilities and services are financed from equitable impact fees levied on new development.
- 7.4.2 Drainage channels.** Encourage multi-use drainage facilities with bike paths, pedestrian circulation, and wildlife habitat, where economically feasible and where proper long-term arrangements have been made for maintenance. Use landscape treatment to improve visual quality.

Implementation programs - drainage

- 7.4a Storm Drainage System Master Plan.** Project proponents shall prepare a design-level Storm Drainage System Master Plan for the Southwest Dixon project in accordance with the Public Works Department Standard Specifications, for City approval prior to the first Final Planned *Unit* Development approval. The City, project proponents, and successors-in-interest shall implement such Master Plan as needed to accommodate the location and rate of flow of increased project runoff. The preparation of such Master Plan shall be by a civil engineer or hydrologist engineer and shall evaluate the appropriate design (size) and location of adequate drainage facilities to reduce post-project peak flows in accordance with City policy and standards. Final drainage facility designs recommended by this Master Plan shall be implemented as part of the design of individual developments.
- 7.4b Drainage improvement financing.** The City shall levy impact fees as needed on new development to finance necessary improvements in drainage facilities and services for those new areas.
- 7.4c Drainage right-of-way and easements.** As a condition of project approvals, the City shall require reservation of right of way and easements for designated drainage facilities.

- Linear parks linking the park sites with the elementary school, shopping center, and employment center.

Issues

- Development in Southwest Dixon would place increased demands on park and recreational facilities.
- Park facilities can contribute to the well-being of local residents, but traffic, lighting and noise from recreational activities can be a problem.
- Private recreation facilities are needed as a supplement to public parks.

Goal 7.5 To establish and maintain a park system and recreation facilities that are suited to the needs of Southwest Dixon residents, visitors, and workers.

Policies - open space and recreation

- 7.5.1 Park planning.** Promote the provision of public and private open space within urbanized parts of Southwest Dixon, in order to provide visual contrast with the built environment and to provide for the recreational needs of residents and employees.
- 7.5.2 Open space system.** Plan parks in Southwest Dixon as part of Dixon's open space system, with neighborhood and community parks linked by greenways.
- 7.5.3 Park location.** Locate parks within walking distance of residential areas. Provide convenient access to parks, particularly for children, elderly residents, and disabled residents, but minimize residential uses directly adjacent to parks.
- 7.5.4 Park lighting and noise.** Restrict exterior lighting and noise where recreation facilities are adjacent to residential or other sensitive uses.
- 7.5.5 Community park.** Provide direct traffic access and adequate parking for the Southwest Dixon community park, so as not to disrupt residential areas.

7.5 PARKS AND RECREATION

Dixon's park system is a source of civic pride, and contributes to the quality of life for area residents. The Specific Plan provides an approach which integrates future parks in Southwest Dixon within the City's open space network.

Private recreation facilities can supplement public parks. Potential residential projects in Southwest Dixon could incorporate private swimming pools, tennis courts, fitness clubs, and other recreation uses. Employment-generating uses also may include private recreation facilities for the use of employees.

Related topics in the Specific Plan:

- Community design - Section 2.2
- Open space - Section 2.3
- Bicycle and pedestrian circulation - Section 6.2

Existing facilities

There are no existing park and recreation facilities in the Plan Area. Figure 7-5 shows the location of existing City park facilities. Hall Park is a 65-acre community park in east Dixon with tennis courts, ball fields, swimming pool, amphitheater, and other recreation facilities. Northwest Park serves as a soccer field and retention basin to regulate extreme drainage flows.

Government programs

The City's General Plan Map (Figure 2-4) identifies proposed major parks to serve new development, including a community park site in the Plan Area.

The City of Dixon imposes parkland dedication/acquisition and development fees on all new residential developments.

Southwest Dixon Specific Plan Map

The City uses a standard of 5 acres of developed recreational facilities per 1000 residents. With a projected population of 5,680, 28.4 acres of parkland would be required for Southwest Dixon, including offsite parkland. The Specific Plan proposes a total of 28.4 acres of parkland, including 23.0 acres of neighborhood and community parks and 5.4 acres of linear park. *The City will need to determine if the linear parkland qualifies for active recreational use under the city ordinances.*

The Specific Plan Land Use Map (Figure 1-6) includes schematic locations for the following parkland.

- Community park - a centrally-located site near the neighborhood commercial center.
- Neighborhood parks - three park sites in the eastern, southern and western sectors of the Plan Area, serving the adjacent residential areas.

7.5f Night lighting. A master lighting plan shall be prepared for parks, other public facilities, and private recreation facilities where intensive night lighting is required. The master lighting plan shall meet the following performance standards.

- Designer to have credentials and expertise in lighting design, and approved by City.
- Provisions to reduce glare on adjacent residents, including techniques such as automatic evening shutoff controls, glare shields, position and orientation of fixtures, and location of fixtures at a minimum height consistent with intended use.
- Selection of energy-conserving equipment, consistent with visual and functional considerations, and use of shields to minimize loss of light to the night sky.
- Lighting design consistent with security needs, with review by the Dixon Police Department.

7.5g Multi-family residential recreation facilities. As a condition of development approval, require the provision of private recreation facilities in multifamily residential projects where there is no immediate access to public recreation area.

7.5h Neighborhood park facilities. Provide the following facilities, or equivalent facilities determined by the City Park and Recreation Commission.

- Picnic areas
- Tot lot and adjacent seating
- Playground equipment
- Open lawn area, away from streets, with level terrain suitable for informal sports

- Bicycle/pedestrian path near perimeter, with a 12' width
- Bike racks
- Natural area, with native plants
- Safety lighting
- Other facilities as determined by the Park and Recreation Commission

7.5i Community park facilities. At the time of park dedication, the City Park and Recreation Commission shall conduct an assessment of recreation needs. Based on this assessment, provide appropriate community park facilities. The following are suggested for inclusion, subject to this assessment.

- Southwest Dixon Community Center. Enclosed multipurpose space with kitchen, restrooms, and administrative office, suitable for year-around community meetings, indoor recreation classes, *dance classes*, senior citizen gatherings and activities, art and musical events, and party rentals. Provide associated outdoor plaza, preferably oriented to the south, for outdoor extension of activities. *A gym facility with full-size basketball court and stage would be desirable.*
- Shade trees with an open, savannah-type pattern
- Outdoor and covered group picnic areas
- Individual picnic areas
- Playfields, based on Park and Recreation Commission assessment of demand
- Tot lot with adjacent benches
- Play equipment for older children
- Perimeter bicycle and pedestrian path
- Bike racks

7.5.6 Facilities and programs. Provide parks and recreational facilities of varying sizes and functions, with a range of recreation programs to serve the diverse age and interest groups in Southwest Dixon. Provide for activity centers and other community facilities appropriate for Southwest Dixon. Parks shall be designed to provide recreation for all citizens, including those with disabilities.

7.5.7 Private recreation facilities. Require recreation areas in multifamily residential projects where there is no immediate access to public recreation facilities. Encourage the inclusion of private recreational facilities in single-family residential projects.

Encourage the development of private recreation facilities in commercial and employment center projects.

Implementation programs - parks and recreation

7.5a Development requirements. Require developers of new residential subdivisions in Southwest Dixon to dedicate land and to pay fees for the development of parkland, or to pay a comprehensive fee in lieu of dedication for the acquisition and development of recreation facilities to serve the new population.

Park requirements shall be based on a ratio of at least 5 acres of parkland for each 1,000 residents. Based on this standard, about 28.4 acres of parkland would be required with maximum residential buildout of the Plan Area. The Specific Plan proposes a total of 28.4 acres of parkland, including 23.0 acres of neighborhood and community parks, and 5.4 acres of linear park. The City Council shall choose one of the following options:

- a. Accept the draft Specific Plan distribution of parkland as satisfactory to meet the intent of the City's park standards.
- b. Amend the Specific Plan to require 28.4 acres of community and neighborhood parkland, in addition to linear park acreage.

7.5b Park sites. Require reservation of park sites in the locations shown on the Southwest Dixon Specific Plan Map. Park location and configuration may be adjusted slightly where there would be overall community design benefits.

7.5c School District coordination. Coordinate recreation planning efforts with the Dixon Unified School District. Where appropriate, arrange joint-use and/or joint power approaches to provide recreation facilities in Southwest Dixon.

7.5d Park maintenance. Verify that satisfactory long-term maintenance arrangements have been provided for all park and recreation facilities. Provide general fund monies for community park maintenance. Consider the use of landscaping and lighting maintenance districts as a means of funding other park maintenance.

7.5e Regulations. New park and recreation facilities shall conform to City requirements and to all applicable State and Federal law, including provisions for people with disabilities.

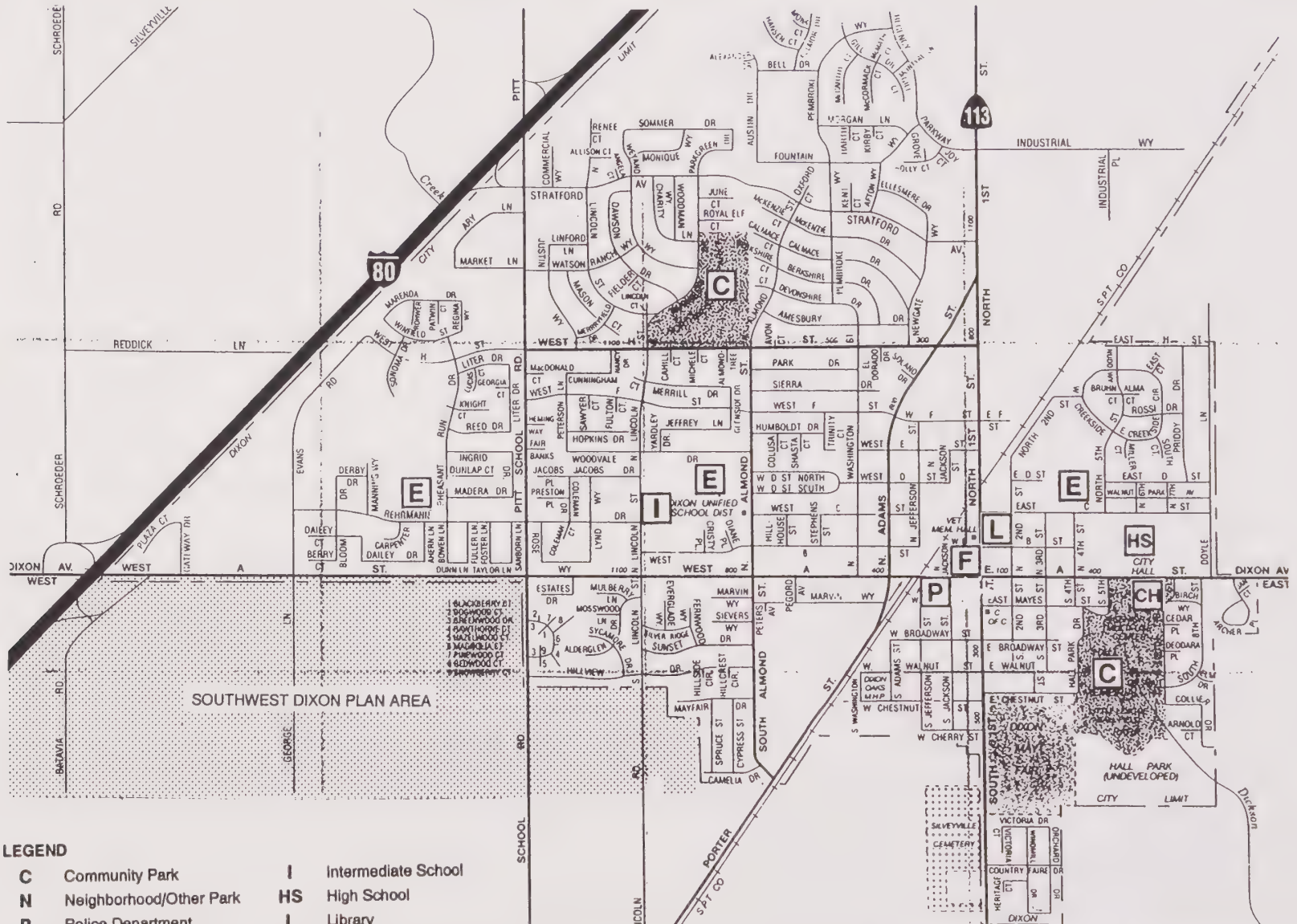


Figure 7-5: EXISTING PUBLIC FACILITIES

- Supplementary restrooms near street, with security provisions
- Off-street parking, based on projected use
- Basketball courts
- Tennis courts
- Natural areas, with regional native plants. Possible features could include a grove of Valley oaks, small stream bed and alder grove, wildflower area, and redwood grove. Plantings would be selected and placed for wildlife habitat value. Include labeled plant walk for nature study and education. Provide terrain variation for visual interest and casual park use. Include a Delta marsh area if potential hazards can be minimized.
- Caretaker residence, subject to City Council approval.
- Community garden, if warranted by demand
- Recycling containers
- Maintenance yard with composting facilities and possible equipment storage shed

7.5j Linear parkways. Require dedication and improvement of linear parkways shown on the Southwest Dixon Open Space Plan.

- Width of linear parkways is variable, but minimum width from curb to property line generally shall be 30'. Additional width is preferable.
- A meandering bicycle/pedestrian path shall be provided in parkways according to the Southwest Dixon Bicycle and Circulation Plan and Cross Sections.
- The parkway design shall accommodate ample space for large-canopy street trees. Minimum spacing of five feet between trees and pavement is preferred.
- Low-maintenance, drought-tolerant plantings shall be emphasized. Use climbing vines and other plantings to soften adjacent sound walls, and to reduce the potential for graffiti.
- Where feasible, provide extra width and include landscaped drainage swales adjacent to the path. Drainage swales shall be lined with rounded river cobbles or other suitable material, with safety as a consideration.

- Every third station should also accommodate a ladder truck.
- Equip emergency vehicles with a signal prioritization system.
- Water storage and distribution systems must provide 4,000 gpm minimum sustained flow for at least 2 hours.
- Street layout must provide for emergency access.

Financing considerations.

- The total fire department annual operating budget per fire fighter is currently \$7,548 per fire fighter including volunteers, or \$113,222 per professional fire fighter. Additional professional fire fighters are expected to add \$50,000/person to the department budget, or \$500,000/year per new station.
- The City collects an AB1600 impact fee on new development to fund the expansion of fire protection facilities. The fee will probably be recalculated, due to the recent adoption of the revised General Plan.

Police protection

The Dixon Police Department serves the City of Dixon. For adjacent unincorporated areas, including most of the Southwest Dixon Plan Area, the Solano County Sheriff's Department has jurisdiction, although the Dixon Police Department does respond to urgent calls.

Staff. The Department employs 16 sworn officers (10 patrolmen, 3 sergeants, 2 lieutenants, chief) organized in 3 beats, and 4 non-sworn personnel. The Department does not provide school crossing guards.

Facilities. The Police Department occupies the ground floor of a new station on South Jackson at A St., with the capacity to accommodate a total force of approximately 60 sworn and unsworn personnel when the upper story is improved.

Standards. Recommended police protection standards for new development include:

- Number of patrol officers per thousand population: 1.5
- Beat and shift sizes: 3 beats, 4 or more patrol officers
- Number of vehicles: one per officer (personalized vehicle)
- Size and location of station: existing station can be expanded as needed

7.6 PUBLIC SAFETY

Fire protection

The City of Dixon operates the Dixon Fire Department, serving the City of Dixon. The Dixon Fire District, serving a rural area in northern Solano County, contracts with the City for fire protection.

Fire stations. The Dixon main fire station, with bays for six fire engines, is located on North Jackson between A and B Streets. A three-bay unmanned downtown station west of the railroad tracks is used primarily for storage. A rural station is located on Paddon Road near Midway Road, eight miles west of the City.

Station expansion and relocation plans. The following changes are planned.

- Relocate the rural station to *West Dixon Avenue Road* about four miles west of the city;
- Relocate the main station to a more central location. *The City Council has authorized the purchase of the DuPratt site.*
- Add a new station in the Southwest Dixon Plan Area to maintain adequate response times.

Staff. The Department has a force of four paid, four part-time and about 60 volunteer fire fighters, and one part-time clerk. The Department intends to increase its proportion of professional staff. Twelve percent of the Dixon Fire Department workload is in response to medical and fire emergency calls on Interstate Highway 80, which ~~passes just west of the City~~ *borders the City on the west.*

Standards. Recommended fire protection facility standards and policies for new residential and commercial development include:

- Engine response time 3 to 5 minutes from roll-out (volunteer mobilization currently requires about 3 minutes).
- Number of fire fighters per thousand population: 1.0.
- Commercial buildings over 4,000 s.f. require built-in protection.
- Station spacing should approximate a one-square-mile grid. A typical new station would occupy one acre of land, and house one engine and 3 fire fighters on site per shift (10 total). A location along West A Street in the vicinity of Evans Road on Pitt School Road is preferred.

7.6.4 Water supply - fire suppression. For new development in Southwest Dixon, ensure that the water system will provide adequate flow adequate for fire suppression for the proposed types of structures and uses.

7.6.5 Financing. Require development proponents to contribute to the maintenance of an adequate level of public safety within the community, generally through the payment of appropriate impact fees.

Implementation programs - public safety

7.6a Fire station site and facility. Before to any final map approval within the Specific Plan Area, the Fire Chief shall certify that a suitable site for a fire station in the Southwest Dixon Area has been designated, and financing has been assured.

A tentative site is indicated within the Community Park, although the exact location in the Plan Area has not been determined.

7.6b Fire station funding. Building permits shall not be issued in the Southwest Dixon Plan Area until a new fire station is in operation in the Plan Area, or unless adequate and timely funding for such a station is assured and the Fire Chief certifies that the development can be served adequately from existing stations on an interim basis. Suitable funding may include, but is not limited to, any reasonable combination of the following elements:

- Payment of AB1600 impact fees;

- Donation of raw or improved land as a fire station site;
- Donation of a newly constructed fire station;
- Advances of City funds to cover a temporary shortfall between construction and the collection of fees

7.6c Security. The Police Chief shall review proposed development plans to evaluate security, including the following considerations.

- Provision for emergency access and surveillance. Building entries shall be visible from patrol routes where possible.
- Visible address numbers
- Distinct street names

7.6d Fire protection standards. Before project approval, verify that City fire protection standards are met.

- Water storage and distribution systems capable of providing 4,000 gallons per minute of sustained flow for at least two hours.
- Engine response time consistent with ~~ISO criteria~~ City standards.
- Built-in protection for commercial buildings in excess of 4,000 square feet.

7.6e Ongoing service costs. Monitor the level of service provided to Southwest Dixon. If General Fund revenues are not adequate to provide the level of police and fire protection desired by the community, consider funding options such as special taxes, benefit assessment districts, impact fees, and utility user taxes.

Budget. Total annual department operating budget per patrol officer (including sergeants): \$99,241 (FY 1991-92). Estimated budgetary cost increase per additional officer is \$100,000/year.

The estimated build-out population of the Southwest Dixon Plan Area is approximately 6,000 persons, which would require nine additional patrol officers and vehicles, and a police budget increase of approximately \$900,000.

Issues

- A new fire station will be needed in the Plan Area to protect proposed land uses and population. The Fire Chief has stated that adequate response times cannot be provided to the proposed development without an additional station located in the Southwest Dixon area.
- The current fee for fire protection may need to be recalculated in light of recent General Plan changes, Specific Plan provisions and current cost data. An interim funding mechanism may also be needed to allow timely construction while fees are accumulating. Without revised fees and an interim funding mechanism, there could be a lack of sufficient funding for new fire station construction.
- The Dixon Police Department has adequate facilities to serve the proposed new land uses and population. The planned development is expected to generate sufficient property tax, sales tax and other revenue to the city to offset the necessary police budget increases.

- The effectiveness of police service is dependent to some extent on the layout of streets, buildings, and entrances. Concealed spaces with inadequate lighting can facilitate crime.

Goal 7.6 To provide satisfactory police and fire protection to the Southwest Dixon Plan Area.

Policies - public safety

- 7.6.1 Fire protection.** Ensure that new development does not exceed the capability of the Dixon Fire Department to provide an adequate level of fire protection.
- 7.6.2 Police protection.** Maintain a high level of police protection in Southwest Dixon, based on a reasonable and realistic allocation of available City funds. Ensure that development within the Southwest Dixon Plan Area does not exceed the capability of the Dixon Police Department to provide an adequate level of police protection.
- 7.6.3 Street layout and signage.** Ensure that new development in Southwest Dixon incorporates street layouts which provide adequate emergency access, distinct street names, and visible address markings.

Issues

- A new elementary school will be needed in the Southwest Dixon Plan Area. The development of the proposed residential land uses without an elementary school site in the Plan Area would require elementary school students living in the neighborhood to attend schools beyond walking distance or to cross major arterial streets.
- The development of the proposed residential land uses without provision of a funding mechanism for school capacity expansion would result in a shortage of total school capacity for the School District.
- The school board has favored combined school-park sites in recent planning, but the City has rejected such proposals on the grounds that they reduced the total amount of open space provided by new developments.

Goal 7.7 To provide for the educational needs of Southwest Dixon students, with an elementary school centrally located in the Plan Area.

Policies - schools

- 7.7.1 School site.** The City shall require residential project applicants in Southwest Dixon to contribute to the acquisition of land for an elementary school site, either through dedication of land or through the payment of in-lieu fees.
- 7.7.2 School facilities.** Before new residential development projects are approved in Southwest Dixon, the City shall verify with the School District that adequate arrangements have been completed for financing of necessary school facilities.
- 7.7.3 Coordination.** The City shall cooperate with the Dixon Unified School District to promote the provision of adequate school facilities for Southwest Dixon, and to define equitable and supportable funding mechanisms where this does not conflict with other financing requirements.
- 7.7.4 Growth management.** The City shall ensure that residential growth does not exceed the capabilities or capacities of the Dixon Unified School District to provide adequate educational facilities.
- 7.7.5 School access.** Work with the Dixon Unified School District to designate suggested routes to school.

7.7 PUBLIC SCHOOLS

Setting

The Dixon Unified School District serves Dixon and the rural northern part of Solano County. The District operates five schools at grade levels K-12, all located within the City of Dixon. The District is expanding its facilities rapidly to serve a growing population, having recently completed a new K-6 school, to be operated year-around, and a continuation high school. Another new K-5 school is planned for a site south of Bell Drive and west of Pembroke, but the land has not been purchased. The capacity of these additions is expected to be fully utilized by planned development within the existing City limits.

Financing methods

A Mello-Roos Community Facilities District has been formed, and includes the recently annexed west and north portions of the City, and collects an annual special tax to fund school facilities. Outside the Mello-Roos District, the School District collects an impact mitigation fee on new residential construction. In order to raise sufficient funds in advance of development so as to be able to purchase sites when needed, the School District is considering issuing certificates of participation in anticipation of developer fees.

Standards

The School District recommends the following standards for new schools.

School site criteria--

- K-5 Schools: 650 students on a ten-acre site
- Elementary school serving each residential neighborhood

The full build-out of the Southwest Dixon Plan Area would generate demand for one additional K-3, K-5 or K-6 school and fractional expansion of middle and high schools.

Specific Plan Map

The Southwest Dixon Land Use Plan (Figure 1-6) provides a ten-acre site for a K-5 school.

7.8 SOLID WASTE

A private company (Dixon Sanitary Service) provides waste collection and disposal services for the Dixon area. There generally is one collection per week in residential areas, with more frequent collection in some commercial and industrial areas.

The solid waste collected in the Dixon area is transported to the B & J landfill approximately eight miles south of Dixon. This landfill operates under a Class II-2 permit, which allows for the disposal of municipal waste. The remaining life expectancy of this landfill is 45 to 50 years. However, if proposed plans to import solid waste from Vallejo and other areas are implemented, the life expectancy of this landfill will be significantly reduced.

The City of Dixon has adopted a Source Reduction and Recycling Element and Household Hazardous Waste Element. These documents emphasize the need for recycling of waste materials.

Issues

- According to the Dixon General Plan, new development anticipated under the General Plan (including Southwest Dixon) would not have any adverse effects on solid waste collection, although the increased volume of solid waste would shorten the life of the landfill currently in use.

Goal 7.8 To provide satisfactory solid waste collection services in Southwest Dixon, and to reduce solid waste generation.

Policies - solid waste

- 7.8.1 Private recycling facilities.** Promote the incorporation of recycling facilities in new development in Southwest Dixon.
- 7.8.2 Public recycling facilities.** Include recycling facilities in new public uses in Southwest Dixon, such as composting areas in parks.

Implementation programs - solid waste

- 7.8a Park facilities.** As part of park plans in Southwest Dixon, the City shall include recycling facilities such as compost areas and recycling bins in conjunction with recreational activities. *Compost areas shall be designed to reduce solid waste from park maintenance.*
- 7.8b Coordination.** Work with other agencies and private developers to include recycling facilities in new public and private projects in Southwest Dixon.

Implementation programs - schools

7.7a Elementary school site. Prior to any final map approval within the Southwest Dixon Specific Plan Area, the City shall consult with the Dixon Unified School District, and shall verify that a suitable site for an elementary school (K-3, K-5 or K-6) has been designated to serve the Plan Area. Project proponents shall contribute to the acquisition of land for this site, either through land dedication or through the payment of in-lieu fees. When project proponents also are required to dedicate land for recreational facilities, these dedications shall not be used to reduce the total amount of land which must be dedicated exclusively for educational facilities, even where land is immediately adjacent to the proposed school site.

7.7b School funding. Building permits shall not be issued within the Plan Area until ~~the Southwest Dixon school is in operation and middle and upper school capacity has been suitably expanded,~~ or the Superintendent of Schools certifies that an adequate funding mechanism exists for the creation of sufficient school capacity at all grade levels to serve the development, and that the population of the development can be served adequately from existing schools on an interim basis. The funding mechanism may include, but is not limited to, any reasonable combination of the following elements:

- Payment of school impact fees supporting the School District
- Donation of raw or improved land as a school site to the School District
- Donation of newly constructed school facilities to the School District
- Participation in a Community Facilities District supporting the School District
- ~~Designation of "suggested routes to school"~~

7.7c *Coordinate with School District on the designation of "suggested routes to school"*

Implementation program - other community facilities & services

7.9a Other community facilities and services. As a condition of development approval, require applicants for development to obtain "will serve" letters from the following, where applicable:

- Electricity and natural gas - Pacific Gas and Electric Company
- Telephone - Pacific Bell.
- Cable Television - Sonic Cable Co.

7.9 OTHER COMMUNITY FACILITIES AND SERVICES

Public agencies and private entities operate various other facilities and services in the Dixon area.

- Libraries. The Dixon Public Library is located in downtown Dixon.
- Utilities. Gas and electric services in the Plan Area would be provided by Pacific Gas and Electric Company. Pacific Bell would provide local telephone service. Sonic Cable has a franchise with the City to provide cable television service.
- Postal Service. The U.S. Postal Service operates a post office in Dixon. The Postal Service arranges with private businesses to provide limited postal service at contract stations.
- Other Services. Solano County and the City of Dixon provide criminal justice, welfare, and other government services.

Issues

- Other public services and facilities are needed to serve development in Southwest Dixon.

Goal 7.9 To provide other community facilities and services as needed in Southwest Dixon.

Policies - other community facilities and services

- 7.9.1 Service extension.** Extend other necessary City services to Southwest Dixon following annexation.
- 7.9.2 Service provision.** Verify that utilities and other service providers can serve new development in Southwest Dixon.
- 7.9.3 Health care.** Encourage medical clinics, dental offices, convalescent homes and other private health care providers to locate in Southwest Dixon.
- 7.9.4 Postal service.** Encourage new stores in Southwest Dixon to include a postal contract station.
- 7.9.5 Quasi-public use.** Promote the provision of adequate land for quasi-public uses such as places of worship, clubs, and non-profit organizations. Encourage community events such as local fairs, farmers' markets, and art shows in appropriate locations.

8 ADMINISTRATION AND IMPLEMENTATION

The preceding chapters of the Specific Plan provide the goals, policies and implementation programs for orderly development of the Plan Area. This chapter outlines the regulatory, financial, and administrative procedures to implement the Specific Plan.



clarifies responsibilities, phasing of improvements, and other issues.

- Supplemental environmental review necessary on future City actions, which may include EIRs, supplemental EIRs, focused EIRs, or negative declarations.
- Design review. The Planning Commission serves as the City's Design Review Commission.
- Preliminary planned development approval. A Preliminary Planned Development approval would be required for projects in Planned Development or PUD Districts.
- Housing allocations. Measure B allows only a certain number of housing units per year to be built in the City. Housing allocations for specific projects would be needed.
- Final planned development approval. The Planning Commission and City Council would approve refined plans for specific projects in the Plan Area, with any necessary revisions based on conditions of the preliminary approval.
- Financial plan. Appropriate financial mechanisms would be needed to fund improvements. Financial considerations are discussed in Section 8.2.
- Tentative map. This submittal would show street and lot layout for an individual property.

- Subdivision improvement plans. The Public Works Department is responsible for review and approval of the improvement plans for streets, utilities, and grading.
- Final map. This is the official subdivision map which is recorded.
- Building permits/fees. Permits are issued by the Community Development Department.
- Occupancy permits are issued after all building permit requirements have been met.

Other permits for individual projects

Although the Weyand Canal is an artificial channel used for irrigation, stream alteration permits may be required for proposed alteration. These permits may be conditional on the development of mitigation plans which will minimize adverse effects on aquatic resources, or which will compensate for their loss.

- California Department of Fish and Game Agreement. Any alteration to the Weyand Canal may require a stream alteration agreement under Section 1601-1603 of the California Fish and Game Code before initiating work.
- Army Corps of Engineers Permit. This permit for alteration of the irrigation canal may be required ~~by Section 404 of~~ under the U.S. Clean Water Act.

8.1 GOVERNMENT ACTIONS

Specific Plan-related actions

Development in Southwest Dixon would require the following actions by the City of Dixon and other public agencies.

- Environmental Impact Report Certification (by City). This is required before any project approvals can proceed.
- CEQA Findings (by City). Findings, *which include any necessary statements of overriding considerations*, are needed as part of EIR certification.
- Specific Plan Adoption (by City). Approval of the Specific Plan by the City would establish the land use and circulation framework for the Plan Area.
- General Plan Amendment (by City). Minor adjustments in the land use footprints of the General Plan map will be required to achieve consistency between the Specific Plan and General Plan.
- Sphere of Influence (by LAFCO and City). The Yolo County Local Agency Formation Commission (LAFCO) would need to amend the current Sphere of Influence (SOI) to include about 58 acres at the western end of the project site within the City's SOI. The City also would need to adjust the SOI on its documents.
- Annexation (by LAFCO and City). The City would need to recommend to LAFCO the annexation of the Southwest Dixon site. LAFCO would need to approve the annexation.
- Detachment (by LAFCO and Dixon Fire District). The Dixon Fire District, now contracting with the City of Dixon for service to the unincorporated area of the project site, would need to detach the Plan Area from its service area. The City of Dixon would then assume fire protection services for the Plan Area.
- Prezoning (by City). Most of the property is now zoned by the County for agricultural use (A-1 zone). Prezoning by the City to match the proposed project uses would be required in conjunction with annexation to the City. Figure 8-1 depicts zoning districts which would be in conformance with the Specific Plan Land Use Map.
- Master Bikeways Plan Amendment (by City) to provide conformance with the bikeway designations in the Specific Plan.

Future City actions - specific project applications

- Development agreements (optional). Development agreement(s) may be negotiated between the City and project applicants, if it is advantageous to both the City and the applicant. A development agreement between the City and an applicant is an optional action which

8.2 FINANCING

For development to proceed in Southwest Dixon, major expenditures will be needed to pay for capital improvements such as new streets, water lines, schools, and other public facilities and services. Arrangements also need to be made for long-term financing of maintenance costs.

Setting

City of Dixon - capital improvements

The City of Dixon has adopted a capital improvements plan for the AB 1600 Development Fee Program. This plan provides a financing method for needed citywide improvements. However, more specific financing arrangements are needed for development in Southwest Dixon. Options include:

- Development impact fees, collected at or near the time of development, can be used wherever practical to finance facility expansion and capacity.
- Development-related bond financing, such as Mello-Roos Districts, can be considered, if conventional development impact fees or enhancements are incapable of providing sufficient cash flow to fund an improvement before a City standard is exceeded. The City has formed a Mello-Roos Community Facilities District in the northwest part of the City.

Dixon Unified School District

State funding of the required new facilities to serve the Plan Area is undependable; there is a backlog of unfunded projects, and the State program may be discontinued. The Twenty-Year Facilities Master Plan states, "...the District will not be able to provide adequate school facilities for enrollment generated by new development unless such development is required to mitigate its impact on school facilities."¹

The School District collects mitigation fees for new residential development. Within the Mello-Roos District, the School District collects an annual special tax. In other areas of the City, the School District collects an impact mitigation fee, based on square footage of new residential construction. In order to raise sufficient funds to purchase school sites when needed, the School District is considering the issuance of certificates of participation in anticipation of developer fees.

1 Dixon Unified School District, Twenty Year Facilities Master Plan, November 1992.

- Storm Water Pollution Prevention Permit. This permit must be obtained from the Regional Water Quality Control Board.
- Yolo-Solano County Air Pollution Control Quality Management District. Compliance is required with Rule 2.13, dealing with asphalt paving materials during construction of roads and streets, and other relevant regulations.
- Solano County Congestion Management Program (CMP). Congestion Management Program legislation requires that major land use proposals undergo a CMP land use impact analysis and review process.

Issues - government actions

- Regulation of new development is needed to ensure that the City's interests are protected, but excessive restrictions can hamper development which provides a positive contribution to the City.

Goal 8.1 To protect the interests of the City through application of regulations in Southwest Dixon, while minimizing restrictions on private property owners.

Policies - government regulation

- 8.1.1** Equitable regulation. Development regulations for Southwest Dixon shall be established and applied in an equitable manner.
- 8.1.2** Coordination is needed among agencies and City departments to expedite processing of development applications.

Implementation programs - government actions

- 8.1a** Specific Plan Adoption. The City Council shall adopt the Specific Plan, with revisions as necessary.
- 8.1b** Zoning Ordinance. The City shall rezone the Plan Area in keeping with Figure 8-1 of the Specific Plan.
- 8.1c** Other City measures. The City shall complete other regulatory measures as detailed in the Specific Plan.
- 8.1d** Coordination. The City shall facilitate coordination among agencies which have permit authority over development in Southwest Dixon.

Implementation programs - financing

8.2.4 Timing. Use pay-as-you-go financing to the extent possible. Use debt financing only when essential to maintain City service standards.

8.2.5 Other areas of benefit. Provide for reimbursements from any other benefitting areas for costs that Plan Area owners are required to produce.

8.2.6 Equalization of burden. Provide a fair mechanism for distributing costs of new development among property owners.

8.2.7 Maintenance. Establish a landscape and lighting district or other mechanism for long-term financing of facility maintenance, with a satisfactory method of assessment.

8.2a Capital improvement financing. Establish a satisfactory mechanism for equitable financing of capital improvements in Southwest Dixon. Options include:

- (1) Development fees, based on a public facilities improvement plan which determines and allocates costs to individual owners.
- (2) Assessment district. For residential development, assessments would need to be coordinated with housing allocations.
- (3) Master development agreements, with arrangements for reimbursement by subsequent projects which would benefit from project improvements such as water line oversizing.
- (4) Mello-Roos District.

8.2b Maintenance financing. Establish a landscape and lighting district or other satisfactory method of providing long-term financing of maintenance of parks, soundwalls, streetlights, and other facilities.

8.2c City Traffic Mitigation Fund

- Southwest Dixon developers. Require developers in the Southwest Dixon Plan Area to pay into the City's mitigation fund for roadway and intersection improvements along Pitt School Road and other streets.

Maintenance financing

The City currently has a landscape and lighting district with six zones. This district provides for maintenance of street lights, soundwalls, paths, and some parks.

Phasing and equalization of burdens

Development in Southwest Dixon will be phased in a general north-to-south pattern, since existing City services are located along the north and east Plan Area boundaries. With phasing of growth in the Plan Area, initial projects will be required to install facilities such as water lines which ultimately will benefit other property owners.

Issues - financing

- Development in Southwest Dixon is in the interest of the City, as expressed in the General Plan and Specific Plan. Financing is needed for public improvements in Southwest Dixon, but excessive fees or assessments may hinder development.
- Equitable methods are needed for benefitting owners and developers to pay their fair share of development costs, without placing a burden on existing City residents.
- Cost allocation and land dedication need to be handled in a manner which is equitable for property owners.

Goal 8.2 New development in the Plan Area shall pay the fair share of costs for infrastructure to serve the area, and shall fund the fair share of costs to mitigate adverse impacts on the City's existing infrastructure and services.

Policies - financing

- 8.2.1 Incremental costs.** The City shall ensure that new development in Southwest Dixon will pay all of the incremental public and facility costs which it generates.
- 8.2.2 Private financing.** Except for facilities which benefit the entire City, such as the community park, necessary improvements in Southwest Dixon shall rely primarily on development-related financing techniques, rather than general fund financing.
- 8.2.3 Infrastructure cost allocation.** Public infrastructure costs outside building tracts shall be allocated to property within the Specific Plan Area based on benefits received, with consideration of the financial feasibility of the land use.

8.3 SPECIFIC PLAN ADMINISTRATION

This Southwest Dixon Specific Plan is envisioned as an evolving guide for development in Southwest Dixon. Plan updates and amendments are a normal and expected part of the process, as conditions change. In particular, the Employment Center standards are designed to be flexible, in order to respond to changing needs.

Goal 8.3 To provide for the ongoing administration and implementation of the Southwest Dixon Specific Plan.

Policies - Specific Plan administration

- 8.3.1 Specific Plan data.** In conjunction with updating of General Plan data, update key Specific Plan information.
- 8.3.2 Specific Plan review.** Review the Specific Plan annually, and revise it as necessary.

- 8.3.3 Plan Amendments.** Amend the Specific Plan no more than four times per year, consistent with the City's General Plan amendment procedures. Each amendment, however, may include multiple changes to the Plan.

Implementation programs - Specific Plan administration

- 8.3a Specific Plan review.** The Planning Commission shall complete an annual review of the Specific Plan document, as part of General Plan review, and shall report its findings to the City Council. The Planning Commission report may include recommendations for amendments to the Specific Plan. The City Council shall then take action on any proposed amendments.
- 8.3b Specific Plan consistency.** Following adoption of the Specific Plan, no project in the Plan Area shall be approved and no public improvement shall be authorized until the City makes a finding that the proposed entitlement or public improvement is in substantial conformance with this Specific Plan.

- Other new developments in Dixon also should pay into the City's mitigation fund for roadway and intersection improvements, and should be responsible for full improvement at locations where conditions degrade to unacceptable levels due to increased traffic from these sources.

8.2d Oversizing and reimbursement. As a condition of approval, require development projects in the Plan Area to fund appropriate oversizing of facilities in keeping with the Specific Plan, subject to reimbursement from future developments benefitting from the oversizing.

8.2e School funding. For Southwest Dixon, school funding options include:

- Mello-Roos District. Issue Mello-Roos district bonds sufficient to fund the school capacity expansion impacts. Adopt an annual special tax sufficient to fund the debt service costs of the needed school capacity.
- Developer contributions. Negotiate a schedule of developer land dedications, improvements, and mitigation payments sufficient to fund all enrollment impact mitigation and financing costs. An annual special tax may still be needed to help fund school operating costs. The District then would issue certificates of participation or other debt instruments to fund timely construction in advance of needs.

8.2f Fire station financing. An AB 1600 impact fee calculated to mitigate the cost of a new fire station shall be collected upon approval of each new development project in the Plan Area.

8.2g Bonds. If Mello-Roos or other bonds are issued, strict standards shall be applied by the City:

- Security for bonds shall be provided well in excess of the bond value, at a level determined by the City.
- Annual special assessment or special tax shall not exceed a very limited percentage of property value, as determined by the City.

Developers shall be required to arrange private financing for any infrastructure costs that would cause bond issues to fail to meet City criteria.

I N D E X

Affordable housing

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- existing government policies and programs, 4-5
- implementation programs, 4-7
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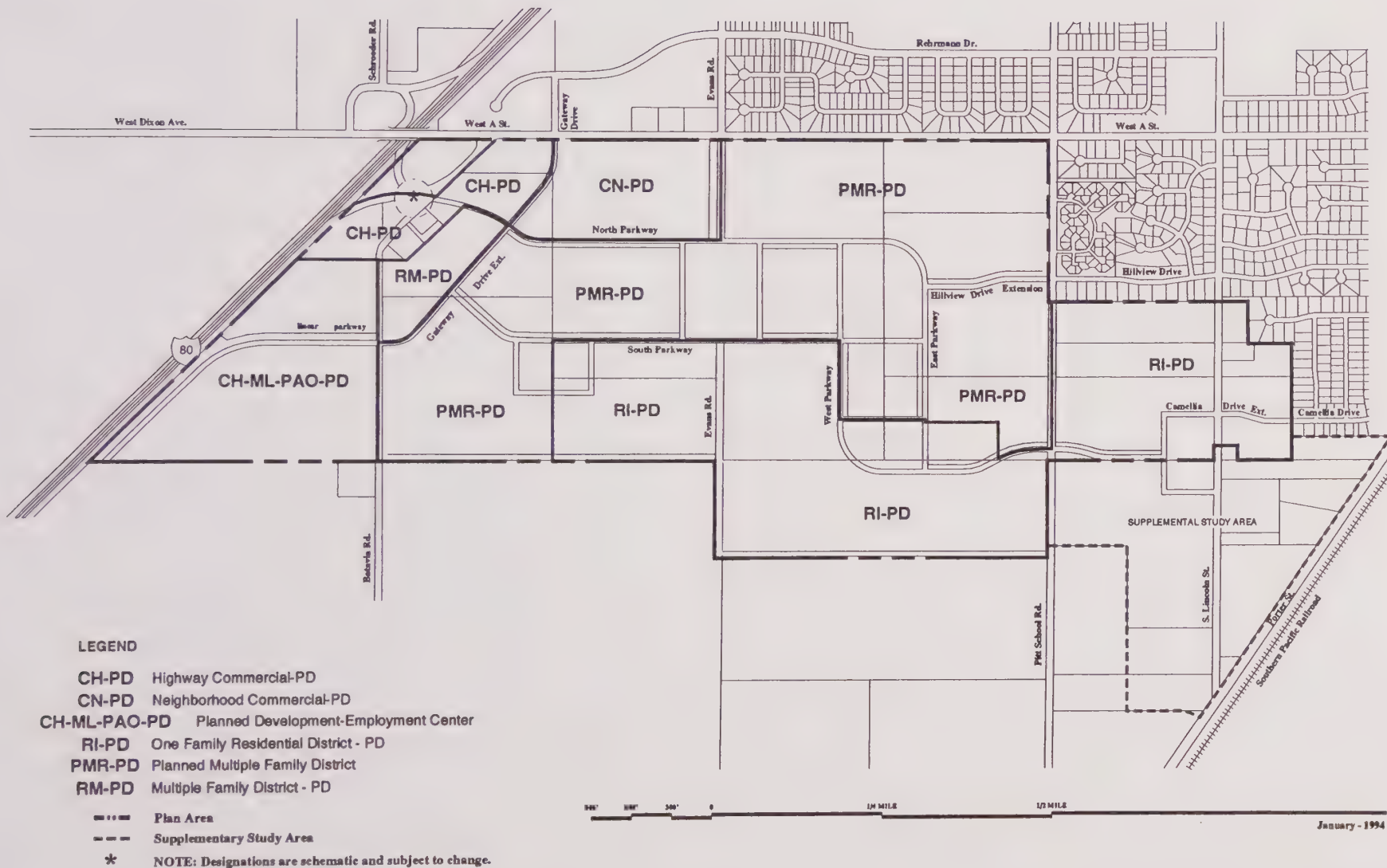


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Appendix A

Design Guidelines for Southwest Dixon

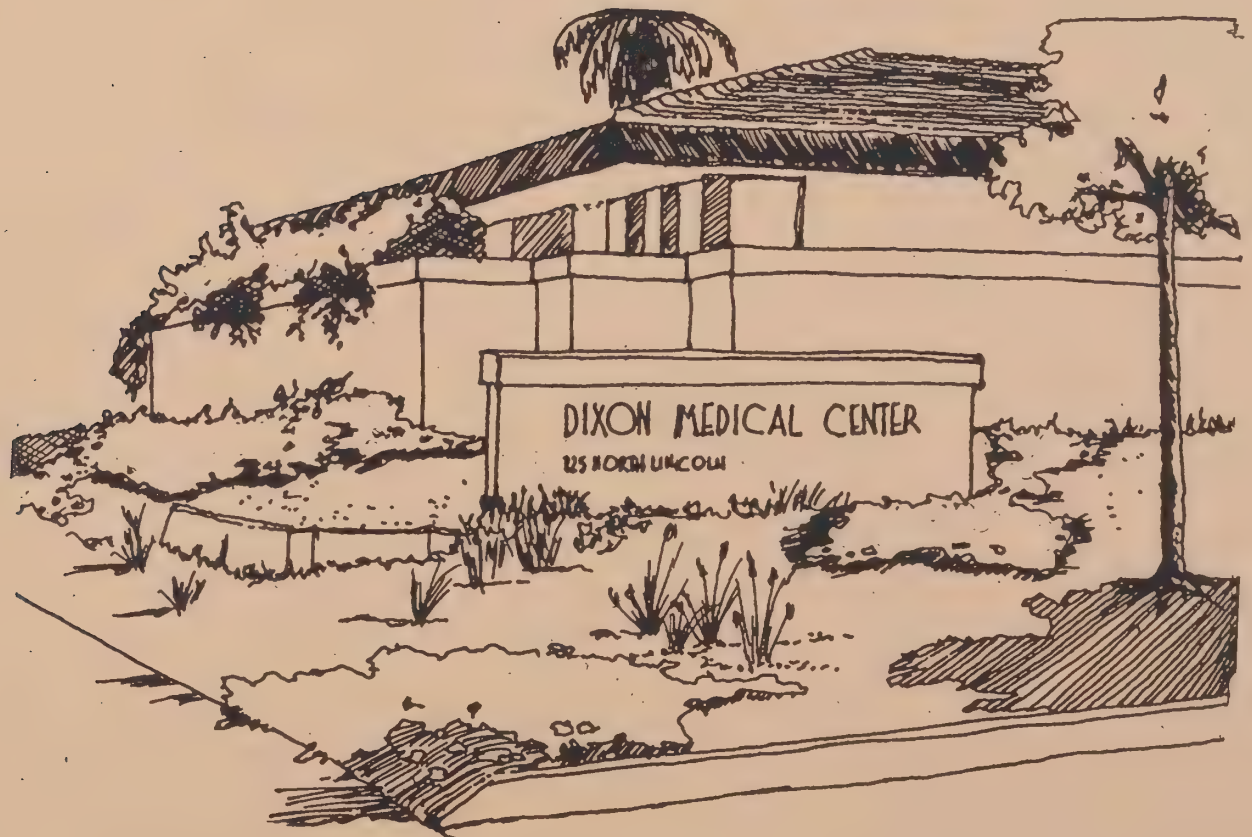


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Introduction

Detailed design considerations can have a significant effect on the visual and environmental quality of Southwest Dixon. In these guidelines, a particular emphasis has been placed on design policies for resource conservation, protection of visual quality, and encouragement of pedestrian circulation.

Design Review Commission

In Dixon, the Planning Commission serves as the City's Design Review Commission. These design guidelines are intended to assist the Design Review Commission and City staff in their evaluation of new development.



Dixon City Hall

Part I

General Design Guidelines



Organization

The Design Guidelines are presented in three sections. Part I includes general guidelines for development in Southwest Dixon, including building design, landscape treatment, and signage. Part II provides design guidelines for nonresidential development, and Part III focuses on residential design.

Relation to Zoning Ordinance

The Dixon Zoning Ordinance includes provisions for design review. These design guidelines are intended to supplement the Zoning Ordinance standards.

The following sections of the Zoning Ordinance are particularly relevant.

- Design Review Commission - Section 12.19
- Signs - Section 12.20
- Screening and landscaping standards - Section 12.26
- Landscaping along Interstate 80 - Section 12.26.08
- Energy conservation guidelines - Section 12.27.02
- Water conservation guidelines - Section 12.27.03

Section A

Building Design

This section includes design standards applicable to all types of structures in Southwest Dixon. Supplementary residential and nonresidential design policies are discussed in Part II and Part III of the Guidelines.

A1 Building articulation and massing

The Dixon General Plan emphasizes the need to retain a "small town" ambience for the City, while recognizing that new development will vary from traditional forms.

Human scale is a key factor in maintaining the ambience of a small town. Variety and interest can be provided in new buildings by breaking up building shapes into multiple forms. This articulation of form can greatly enhance the visual environment.

- *All buildings, and particularly residences, should have variety and visual interest in layout, design, and color.*
- *The bulk of large structures should be broken into smaller volumes.*
- *In general, avoid large unbroken wall expanses.*
- *Use trellises, arbors and climbing vines where appropriate to add visual interest.*



Dixon City Hall

Section B

Landscape Treatment

A distinctive landscape theme will enhance the visual quality of Southwest Dixon. Coordinated use of plantings and other landscape development will help to create distinctive neighborhood identity. Conservation standards can help to reduce water use, conserve energy, and minimize the use of pesticides and herbicides through appropriate plant selection.

Landscape treatment includes plantings such as trees, shrubs, lawn, vines and ground covers, and related improvements such as street furniture, sidewalks, walls and fences, sculpture, water features, outdoor lighting and signs. Major landscape components include gateways at key intersections, neighborhood entries, and parkway landscape treatment.

Section 12.26.09 of the Dixon Zoning Ordinance has standards for required landscaping, including plant size, curb separation, use of existing vegetation, and maintenance.



A2 Building height

The Zoning Ordinance includes detailed requirements for maximum building height. In addition to these standards, additional attention to appropriate building height can have an important effect on the quality of the built environment.

Potential problems include blockage of views and sunlight, and intrusion on privacy of adjacent properties. On the other hand, building height can also be used in a positive sense to create urban space and to provide landmarks.

- *Heights of buildings shall be appropriate for their setting.*
- *Where new development is planned adjacent to existing homes, use height limits or restrictions on window placement to preserve privacy.*
- *Encourage the inclusion of a tower structure in the Community Commercial Center, to serve as a landmark.*

A3 Coordinated building treatment

It is desirable to achieve a sense of identity within a cluster of commercial or residential structures, through the use of coordinated materials and design treatment.

- *Structures within a cluster should offer variety in size and layout, but should relate to one another by harmonious use of materials, colors, roof styles, and details within each cluster.*
- *Supplementary colors and trim details should provide interest and refinement without undue contrast with the basic theme.*

A4 Building materials

The Dixon architectural heritage reflects a variety of styles. The particular design style for buildings in Southwest Dixon is not as important as careful selection and use of appropriate building materials.

- *Select building materials that are durable.*
- *Use materials that have particular visual appeal, particularly at building entries or other focal points.*

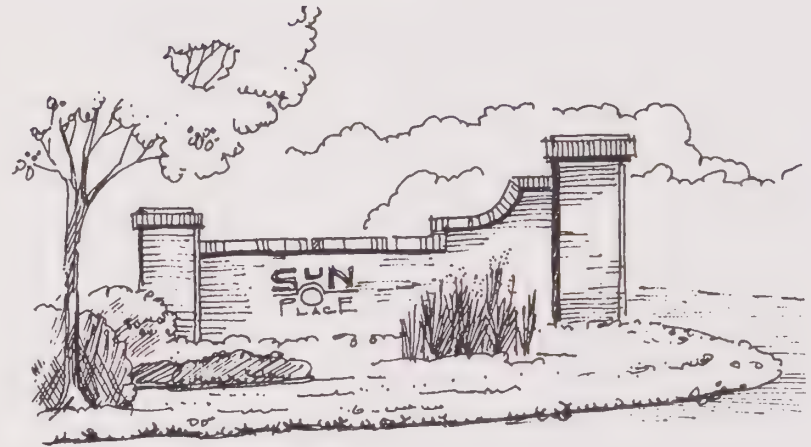
B3 West A Street landscape treatment

Special landscape treatment is planned along this key arterial street, including a landscaped center median and plantings along each side of the street. Landscape treatment should continue themes established along West A Street.

- *Provide a landscaped median for West A Street.*
- *Where feasible, the center divider shall be designed to provide a pedestrian refuge at intersections.*
- *Maintain clear sight distances.*
- *Emphasize low-maintenance, drought-tolerant plantings.*



West A Street



B4 Neighborhood entries

Neighborhood entries mark the entrance to individual residential districts. Distinctive design can help to establish a sense of community for neighborhood residents.

- *Design of gateways and neighborhood entries should include walls, signage, and bold use of theme plantings.*
- *Size and place all design elements to maintain clear visibility at intersections.*

B1 Gateway treatment

The West A Street interchange area provides the first impression for freeway motorists entering southwestern Dixon. Freeway landscaping can be supplemented by landscape treatment on private property to create a distinctive entry to Dixon.

- *Plantings should be in scale with the freeway setting. Provide bold massing of trees and shrubs.*
- *Use accent trees and shrubs with dramatic flowers or fall color.*
- *Coordinate plantings with signage in order to screen structures while providing necessary information for travelers.*

B2 Interstate 80 corridor

The Dixon General Plan notes the importance of the Interstate 80 corridor in establishing the visual image of Dixon. Proposed employment center and highway commercial uses will be located within this corridor.

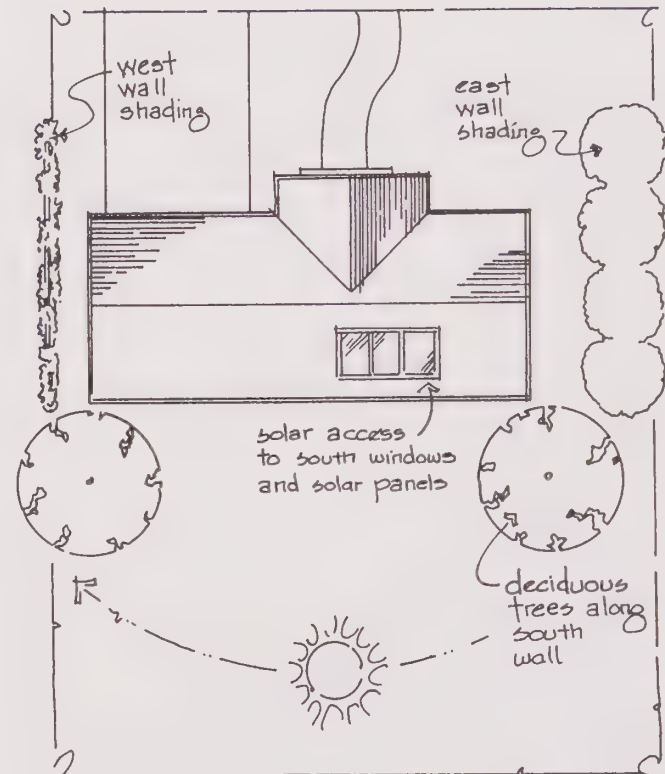
- *Structures and parking lots adjacent to the freeway should be screened from view. Make generous use of trees in an open space buffer with a general minimum width of 20 feet. Additional width is highly desirable.*
- *Emphasize large evergreen trees for screening of structures.*
- *Coordinate plantings with planned orientation signage.*
- *Coordinate private plantings with Caltrans landscaping in the Interstate 80 right-of-way.*



B8 Energy conservation

Use of structures and plantings can help to shield buildings from unwanted summer heat gain, while allowing winter sun and light.

- *Shade east and west walls with trees or vines whenever possible.*
- *Southern exposures shall be designed with deciduous trees so that structures and plantings admit winter sun while providing summer shade.*
- *Design all plantings to maintain solar access for passive and active solar systems.*
- *Wherever possible, provide a landscaped buffer between buildings and pavement, so that reflected heat buildup within buildings is minimized.*



B5 Existing trees

Since there are relatively few existing trees in Southwest Dixon, it is particularly important to preserve these trees where possible.

- *Use innovative site design to incorporate existing healthy trees into designs.*
- *Professional evaluation by an arborist may be needed.*

B6 Water conservation

Native plants, as well as introduced drought-tolerant plants, are available for use in landscaping for Southwest Dixon. Zoning Ordinance Section 12.27 includes guidelines for water conservation. The City also has adopted a water-efficient landscape ordinance.

- *Incorporate water conservation principles and appropriate selection of plant materials, based on the City's Zoning Ordinance and water-efficient landscape ordinance. Emphasize use of native and drought-tolerant plants.*
- *Use water-efficient irrigation systems.*

B7 Street trees

Plantings of trees along streets in Southwest Dixon can be an effective way to provide a high-quality image, while also providing shade and other functional purposes. Section 12.26.06 of the Zoning Ordinance establishes standards for street trees.

- *Provide trees on all streets at regular intervals to provide shade and visual interest, according to the requirements of Zoning Ordinance Section 12.26.*
 - *Employment district: one street tree for each 50 feet of street frontage.*
 - *All other districts: two street trees for each 50 feet of street frontage.*
- *Select trees for hardiness, year-round interest, and ease of maintenance.*
- *Use different tree species on various streets to give each street a distinctive identity.*
- *Emphasize large-canopy trees, in order to provide maximum shading benefits.*
- *Provide a diversity of tree species, in order to avoid large losses of one species due to disease or weather.*

B10 Fences and walls

Fences are used to control access to private property, to provide a sense of privacy and security, to enclose pets and keep out unwanted animals, and to screen undesirable views.

Sound walls are helpful in controlling noise. Without proper design treatment, however, they can detract from the City's visual image.

- *Use fences and walls where required for privacy, screening, and security, with careful consideration of visual concerns.*
- *Design sound walls with frequent offsets and other architectural treatment to break up large surfaces.*
- *Provide generous landscaping adjacent to sound walls, including appropriate vines to climb on walls.*
- *Use landscaped berms and setbacks as alternatives to standard soundwalls when feasible.*
- *Use durable construction materials and techniques for fences and walls.*
- *Select fence and wall surface materials to minimize graffiti potential and vandalism. Use special paint coatings, precast panels which can be painted, and other techniques for this purpose.*



B9 Parking lot landscape treatment

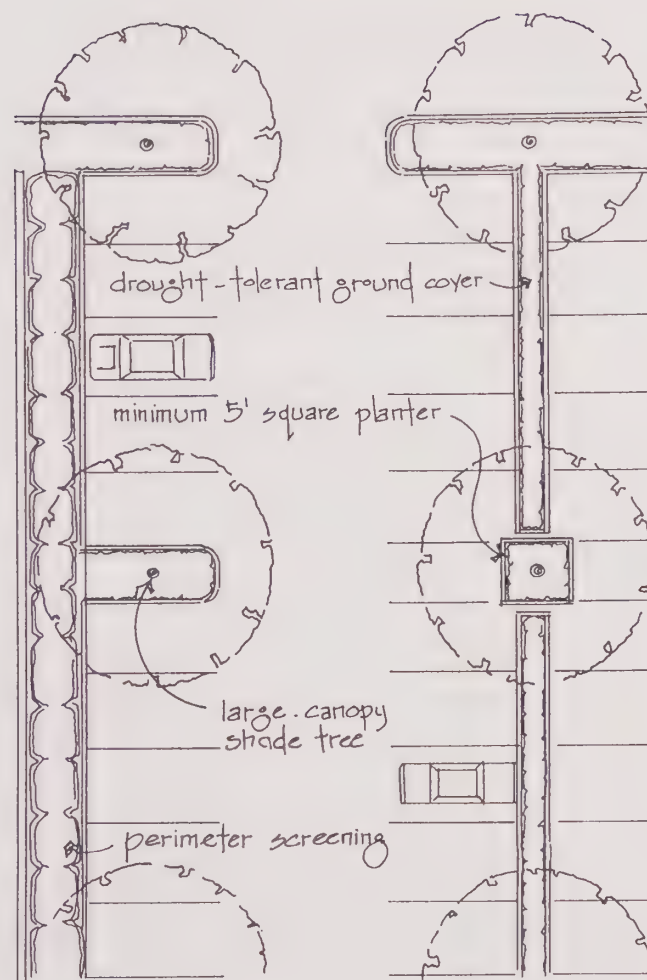
Trees can do much to soften the visual effect of parking lots, and to reduce the summertime temperature in parked cars. Landscaping around the perimeter of parking lots can add visual amenity.

Section 12.26 of the Dixon Zoning Ordinance establishes standards for parking lot landscaping. In addition, parking lot shading standards are established in Section 12.27.02:

All parking areas shall be landscaped so that their surfaces are at least 30% shaded in June 22, when the sun is directly overhead, and at landscape maturity. Any species of trees used to achieve such shading shall be deciduous and resistant to disease and parasites common in Dixon such as Dutch Elm disease and mistletoe.

The following design guidelines are provided to supplement the Zoning Ordinance standards.

- *Plant canopy shade trees in all parking lots, in keeping with Zoning Ordinance standards.*
- *Provide landscaping along all sides of parking lots that abut property lines.*
- *Provide planters with sufficient width to accommodate tree roots. For large-canopy shade trees, a minimum 5' square planter is recommended.*
- *Discourage the use of lawn in narrow planters, in favor of drought-tolerant shrubs and ground cover.*



Section C

Signage

A good system of signs can provide residents and visitors with a sense of orientation. Signage can help to identify streets and neighborhoods, as well as shopping and employment centers. Orientation signs are needed at major intersections and entries to Southwest Dixon, and at key locations such as the Community Commercial Center, school, and park sites.



Entry sign, Dixon police station

Types of Signs

Signs have many different uses. The following types of signs will be needed in Southwest Dixon.

Tower signs are large structures along Interstate 80 which identify major projects to freeway motorists.

Project identification signs identify projects and major tenants to vehicular and pedestrian traffic.

Project entrance signs identify the project entrance to vehicular traffic.

Sub-project signs provide directions within a project, including tenant location, parking, delivery and other information.

Tenant signage can include office/store front identification signs, under-canopy identification signs, window signs, rear entrance signs, and ancillary signage such as cart storage signs.

Municipal signage includes required signs for fire lanes, parking restrictions, and other public concerns.

B11 Landscape screening

Screening is needed to separate incompatible land uses, to conceal undesirable visual features, and to maintain privacy.

Section 12.26 of the Dixon Zoning Ordinance establishes standards for effective landscape screening, which are supplemented by these guidelines.

- *Include strategically-located trees and shrubs to reduce glare impacts where needed. In particular, provide landscape screening to shield windows aligned with the end of streets or driveways.*
- *Emphasize safety considerations, including selection and placement of plants to allow clear vision at intersections.*

B12 Lighting

Lighting has an important functional value for night safety and security. Lighting also can enhance the nighttime visual environment.

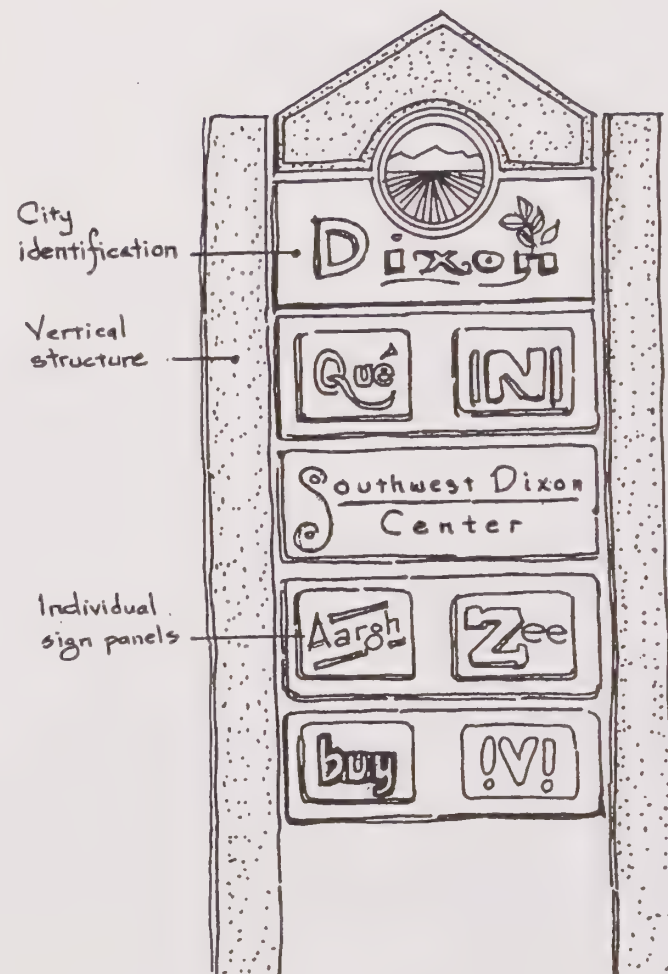
Lighting considerations include illumination of roadways, parking lots, and pedestrian areas, as well as architectural and landscape lighting for visual enhancement.

- *Design lighting systems with consideration of visual quality, architectural compatibility, safety, glare, and energy conservation.*
- *Control glare from lighting fixtures through the use of shields, fixture selection and placement, and fixture orientation.*
- *In public areas, post lights at 12 to 18 foot mounting height can be effective as part of an overall lighting plan.*
- *Avoid harsh colors for illumination.*

C2 Gateway sign program

Coordinated freeway signage is needed at Dixon's western entrance, near the West A Street interchange. A tower sign would be desirable for the City as well as for individual businesses.

- *The City should encourage the formation of a private effort to construct and maintain a tower sign near the West A Street interchange. The Design Review Commission should review and approve this West Dixon Gateway sign program.*
- *Sign design should minimize visual intrusion, while providing necessary orientation for motorists. A vertical rectangular shape is a preferred sign shape which is easily seen from a distance.*
- *The City of Dixon should be identified on a primary sign panel.*
- *Businesses with sign panels should share proportionately in the cost of the sign.*
- *Individual panels on the tower sign should be subject to approval by the Design Review Commission.*
- *Lighting may include floodlights or spotlighting, but should be designed to avoid glare for motorists or nearby uses. Flashing or bare bulb illumination is not appropriate.*
- *No other pole signs are allowed along the freeway frontage.*



City Sign Ordinance

Section 12.20 of the Zoning Ordinance includes detailed standards for signs. The ordinance regulates height, location, illumination, and other sign characteristics.

- *Outdoor advertising structures (billboards) are not permitted.*
- *Design review is required for permanent commercial, industrial, and administrative signs.*
- *Sign illumination is restricted. No flashing or moving signs are permitted.*



C1 Signage - general guidelines

Signs can be useful elements in the landscape, providing orientation for motorists, pedestrians, and bicyclists. Without proper design treatment, however, signs can detract from the visual environment.

- *In general, signs attached to buildings are preferred over detached signs.*
- *Detached signs should be low-profile monument signs. Coordinate sign design with the architectural treatment of the associated building.*
- *Coordinated signage should be provided for multiple occupancy projects.*
- *Street numbers should be displayed for public orientation and emergency vehicle use.*
- *The light source of externally illuminated signs should be shielded or located out of public review.*
- *For internally illuminated signs, individual sign letters generally should be illuminated, rather than having solid letters on a lighted background which can cause harsh glare.*
- *Signs shall have an appropriate scale and design which relates to the associated use.*

Part II

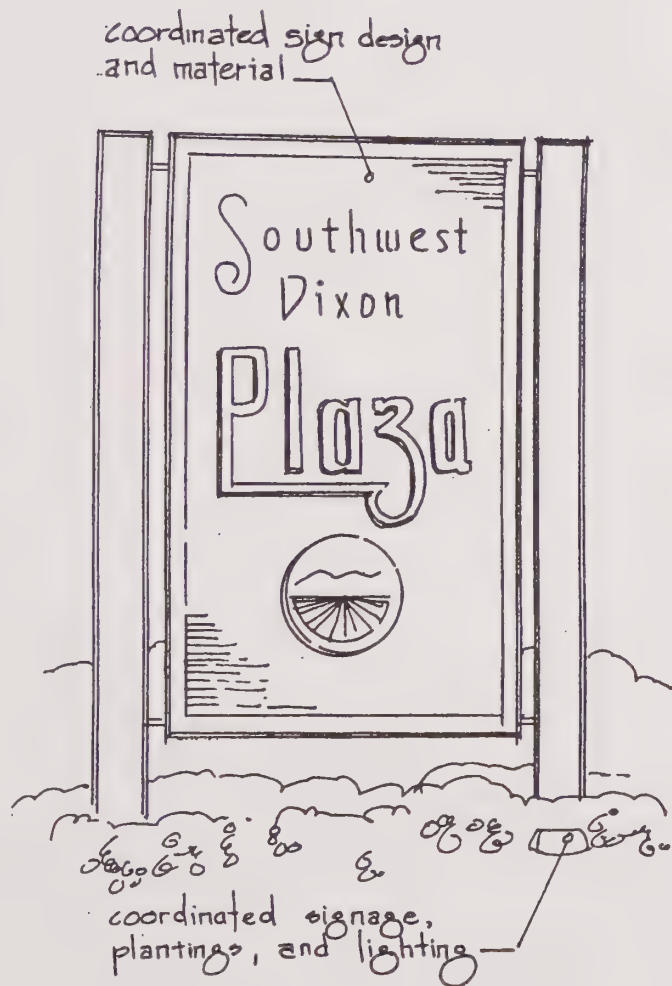
Non-Residential Development



C3 ~~Community~~ Commercial center signs

Coordinated signage is needed for this key destination. In addition to orientation for shoppers, street numbers and restrictive signage are needed for emergency vehicle use.

- Applicants for the ~~Community~~ Commercial Center should provide a master plan showing standards for the project, sub-project and tenant signs.
- Required municipal signs shall be coordinated with private signage.
- Color, material, size, shape and typography should be compatible, although some variation is assumed to accommodate standard company identification.
- Provide clearly-displayed street or unit numbers and business names at the front and rear building entries.
- Monument signs shall be located only at major project entries and shall not exceed twelve feet in height. No more than one logo shall be displayed on monument signs.



Section D

Community Southwest Dixon Commercial Center

The ~~Community~~ Southwest Dixon Commercial Center will serve as a pedestrian-friendly place for people to meet, shop, and attend community events. Specific design techniques are needed to achieve this result while allowing convenient automobile access.



farmers' market • tree-shaded plaza • special events

D1 Design for pedestrians

To promote a pedestrian-oriented environment, it is vital to concentrate activities. The detailed design of the Community Commercial Center can be an important factor in encouraging people to walk rather than drive to and within the Center. Pedestrian amenities along the approaches to the Center, as well as within the Center itself, can make walking an enjoyable experience.

- *Group buildings whenever possible to form pedestrian-friendly exterior spaces and corridors, rather than low-intensity distribution of buildings across the site.*
- *Include pedestrian amenities such as trees and shade structures, benches, sculpture, and pedestrian-scale lighting along the approaches to the Center.*
- *Within the pedestrian-oriented areas of the Center, limit the height and length of building walls, the amount of uninterrupted asphalt paving, driveway width, and distance between crosswalks.*
- *Emphasize continuous shop fronts along key pedestrian routes within the Center.*
- *Building facades and entries should be varied and articulated to provide visual interest to pedestrians. Provide features such as porches, bays, balconies, arcades, and street-level windows.*

D3 Parking and service functions

Parking is a vital component of the Commercial Center, since shoppers expect convenient parking. However, the conventional shopping center often has emphasized parking to the virtual exclusion of other exterior functions, with a sea of paving stretching across the frontage of the center.

The Dixon General Plan discourages the location of parking lots fronting directly on West A Street.

- *Provide convenient parking which does not detract from the visual quality of the Center.*
- *Use signs to provide clear directions to parking areas.*
- *Locate delivery zones, trash pickup, and other similar services at the side or rear of buildings.*
- *Use several smaller parking lots in preference to one large expanse of parking.*
- *Use textured paving for pedestrian routes in parking lots, with adjacent plantings and shading whenever possible.*
- *Where feasible, locate parking lots away from West A Street. Where parking is necessary near West A Street as part of a master plan concept, provide a generous landscaped buffer to separate and screen parking areas from West A Street.*

Section 12.23 of the Dixon Zoning Ordinance identifies off-street parking requirements for commercial and other uses. The following standards apply to the Commercial Center (all areas are gross floor area).

Offices - public and private business, administrative and technical services One space per 560 sq. ft.

Offices - customer services One space per 280 sq. ft.

Retail stores and service establishments One space per 280 sq. ft.

Restaurants and bars One space per 140 sq. ft. and one space for each 3 employees

Commercial service enterprises (bulky merchandise; repair shops) One space per 700 sq. ft.

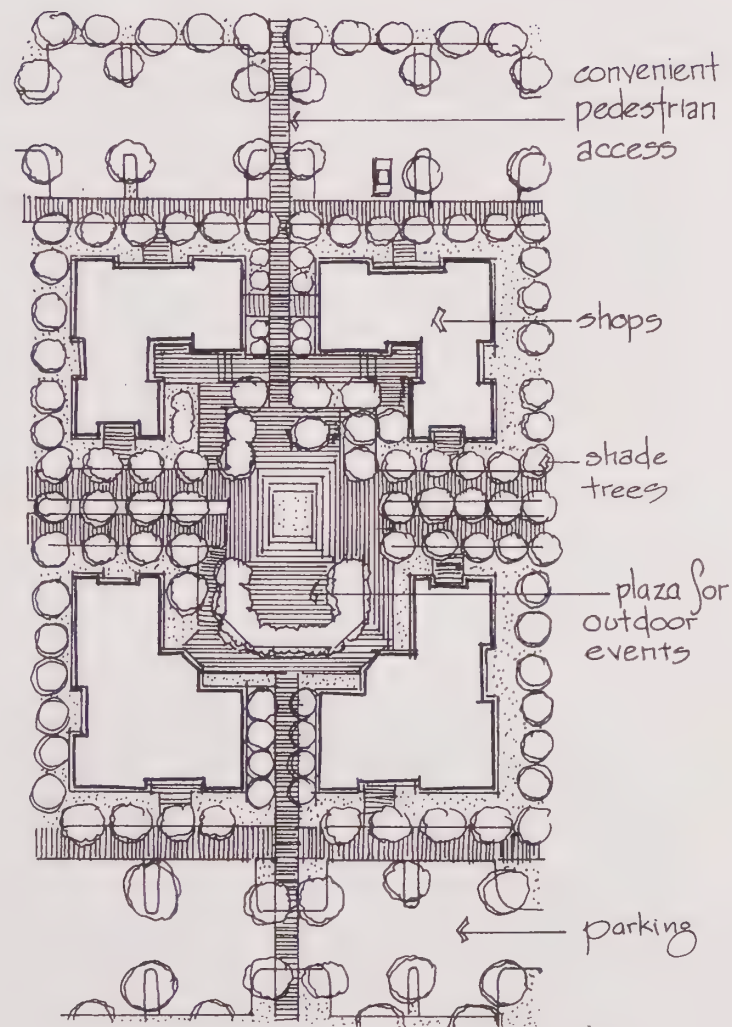
However, the Southwest Dixon Specific Plan encourages flexibility in application of City standards, relying on satisfactory performance rather than rigid application of rules. In this regard, variation from the parking standards for the Commercial Center may be appropriate under the following conditions.

- *Encourage pedestrian-oriented features such as outdoor cafes, kiosks, and community bulletin boards.*
- *Provide pedestrian-friendly linkages from major tenant entries to the adjacent community park and residential areas.*
- *Provide landscaping for visual appeal and climate modification.*

D2 Other design features

Since the Community Commercial Center will be a focal point for Southwest Dixon, it is appropriate to include a central activity center and a landmark feature. A tower in the Center would be a helpful orientation point, while a plaza would provide a setting for community activities.

- *Provide a plaza suitable for outdoor events such as craft fairs, displays of student work, and appropriate entertainment events. The plaza should be bordered primarily by key buildings in the Center, rather than located in an outlying area.*
- *Encourage the inclusion of a tower with distinctive design treatment, to serve as a landmark and symbol for the Center. Maximum tower height may be sixty feet, subject to City Council Planning Commission approval.*



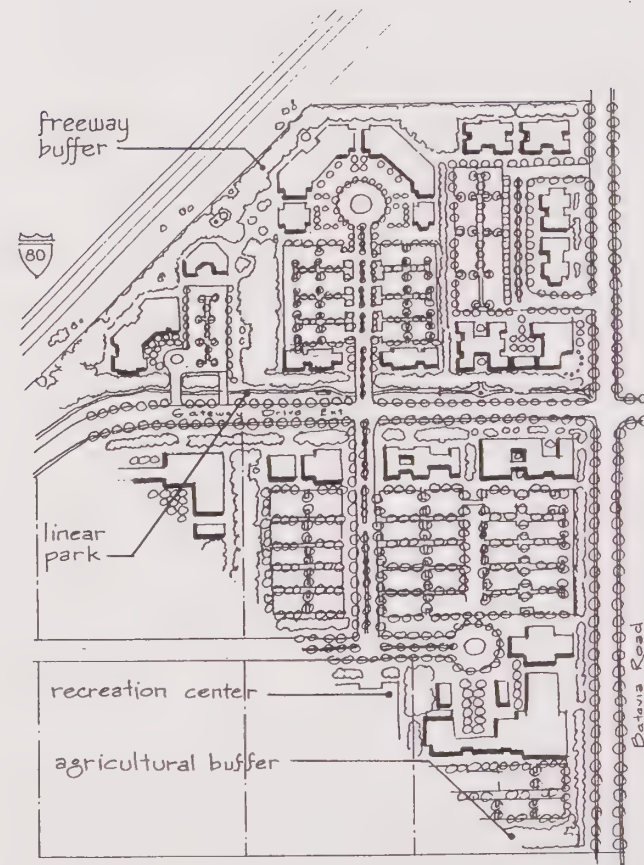
Section E

Employment Center and Highway Commercial Use

E1 Employment Center

As a mixed-use area adjacent to Interstate 80, sensitive design treatment is particularly important in the Employment Center. A planned unit development approach is required for development in this sector. The planned unit development process will address allowable uses, landscaping, building design, parking, and other matters.

- Include special provisions for highly-visible areas adjacent to the freeway, with generous plantings of climate-adapted and native trees and compatible vegetation.
- Encourage the inclusion of private recreation facilities and open space for the use of employees.
- Use plantings to soften the visual effect of structures.
- As part of landscape planning, a landscape management program should be included to guarantee establishment and continued care of plantings, including replacement of plants as needed, reseeding of eroded or disturbed areas, and general maintenance of landscaping in open space areas.



Illustrative site plan - employment center

- Demonstration of joint use of parking facilities, in keeping with Section 12.23.04 of the Zoning Ordinance.
- Parking study information, prepared by a traffic engineer approved by the City, which shows that actual demand in comparable commercial centers is lower than the Dixon parking standard requirements.
- Significant and demonstrable reduction in auto travel to the center by encouraging access by public transit, bicycle or walking.
- Other factors, such as identification of commercial uses which would generate lower traffic per square foot of floor area than the norm, or non-usable floor space within the center which is higher than the norm.
- Auto-oriented retail uses are discouraged in the Commercial Center, particularly within the core building cluster.
- Drive-through retail commercial uses are discouraged. Any such uses are limited to locations on the periphery of the Commercial Center, where they would not interfere with pedestrian access or ambience within the core area of the Commercial Center.

D4 Commercial Center uses

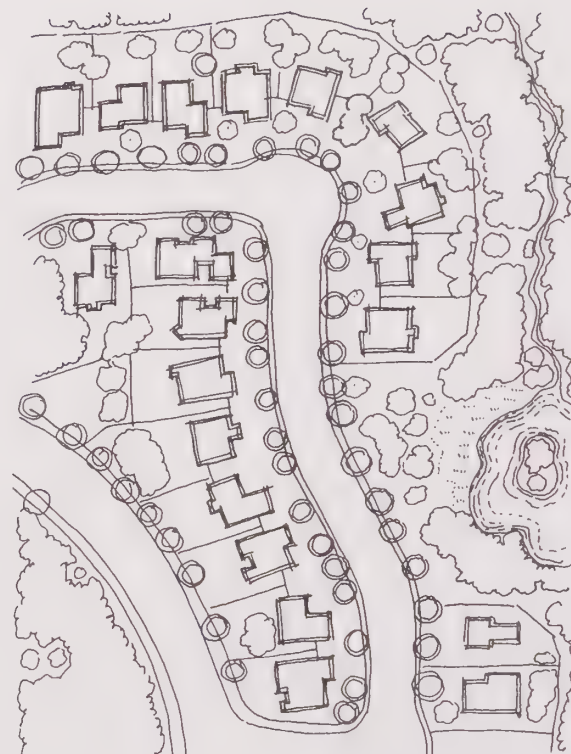
The Commercial Center is intended to be a pedestrian-friendly location, and uses within the Center should reflect this orientation. Other commercial locations in the Plan Area are designated for auto-oriented uses.

- Uses which facilitate special events in the Commercial Center, such as art galleries and crafts stores, are encouraged.
- Uses which facilitate non-auto access, such as bicycle sales and rental shops, are encouraged.

Section F

Site Planning

Site planning bridges the gap between the large-scale concerns of land use and density, and the more detailed design concerns of individual buildings. Site planning is concerned with the relation of buildings to the land and to each other. Views also are an important consideration. Functional aspects of site planning include vehicular and pedestrian access, parking, service and storage.



E2 Highway Commercial uses

These uses cater primarily to the traffic passing Dixon on Interstate 80. Due to their highly-visible location near the freeway, highway commercial uses need special design consideration.

- *For properties adjacent to the freeway, provide a minimum 20' landscaped buffer along the Caltrans right of way.*
- *Provide landscaped setbacks along Gateway Drive and West A Street in keeping with the standards in Chapter 6 of the Specific Plan.*
- *Include large-canopy shade trees to shade buildings and pavement. Locate trees to minimize conflicts with truck traffic pattern, and protect trees with bollards where needed.*
- *Provide a satisfactory buffer where highway commercial use adjoins multi-family residential use. A minimum planter width of five feet is needed, with plantings which will provide a 15' height evergreen screen within five years. To avoid glare problems affecting neighboring residential use, lighting on highway commercial property shall be strictly controlled in keeping with the Zoning Ordinance. Organize use of the property so that trash collection areas and other noise-producing activities are located away from the common property boundary with residential use.*

Part III

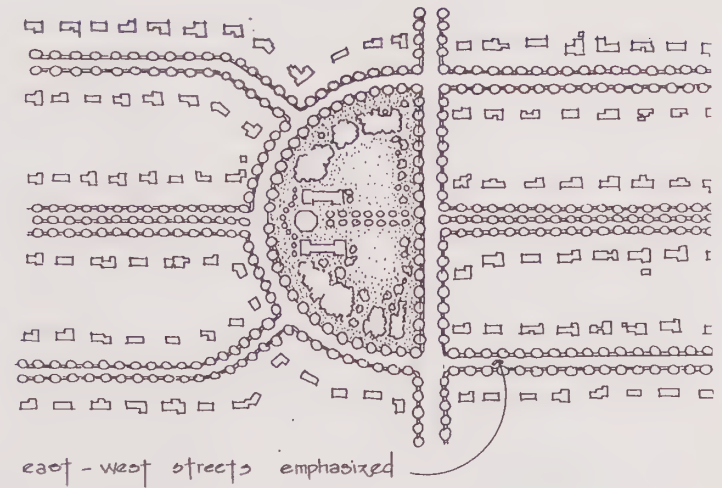
Residential Design Guidelines



F1 Views for future residents

In Southwest Dixon, there are opportunities to retain views of the Coast Range to the west. Also, views of parks and open space can enhance visual quality for residents. Careful building placement can help protect visual quality.

- *Open up views of the Coast Range and promote energy conservation by emphasizing the alignment of streets in an east-west direction.*
- *Align streets to terminate at parks, where feasible.*
- *Private open space and recreation facilities are encouraged for visual as well as recreational benefits. These facilities preferably should be centrally located within the development.*



F2 Lot orientation for residential energy conservation

Homes with windows facing south can have significant energy saving benefits. Conversely, east or west-facing windows can result in summer heat buildup and excessive use of air conditioners, often during peak hours. Lot orientation is an important factor in window location for typical residential lots, since most windows would face the front or back yards.

- *Emphasize the use of east-west aligned streets, so that homes will have most windows facing north or south.*
- *Orient as many buildings as possible with the primary elevation facing towards the south.*

F3 Privacy

In residential areas, privacy is typically thought of as a function of lot size. Suburban residents want open space around them to provide privacy from their neighbors. However, with rising land and development costs, as well as environmental concerns, there is a trend toward smaller lots, higher densities, and more use of attached dwelling units. This does not automatically have to result in a loss of privacy. With careful and innovative design, the need for privacy can be balanced with the desire for sociable, friendly neighborhoods, as well as with economic and environmental considerations.

- *Use innovative site planning and design techniques to preserve privacy while promoting social opportunities in residential neighborhoods. In particular, locate windows of homes so that there is minimal visual intrusion on neighbors' windows and backyards.*
- *Where appropriate, residential development applications shall include a privacy plan, with diagrams, elevations, and/or standards to assure that each residential unit will have satisfactory privacy.*

F4 Garages and driveways

Two parallel trends have combined to cause a site planning concern over the nature of garages and driveways in residential development. First, garages have been getting larger; two-car garages have become a minimum standard for single-family residential development. Concurrently, lots have been shrinking in size. The result often is a streetscape dominated by large garages and driveways. The street then takes on the role of a service corridor rather than a multi-use ceremonial entry and social space.

- *Garage and driveway placement and size should be carefully evaluated in order to minimize a garage-dominated streetscape. Use alleys, auto courts, set-backs and other site planning techniques in order to improve visual quality of residential neighborhoods, particularly in small-lot subdivisions.*
- *For detached single-family homes, street-facing garages generally shall not extend beyond the front facade of the home. Exceptions may be allowed for homes on large lots.*
- *In place of front-facing garages which dominate the street frontage, encourage the use of side entry garages, location of garages at the rear of lots with service lane access, or other alternative garage placement away from the street.*

Section G

Single Family Residential Building Design

This section includes standards specific to single-family residential development. These guidelines are intended to supplement the City's zoning standards. In particular, Section 12.19 of the Dixon Zoning Ordinance establishes single-family residential design standards. These include -

- *Minimum floor area of 960 square feet for detached dwellings.*
- *Architectural treatment compatible with existing buildings and General Plan objectives.*
- *Restrictions on roof pitch, overhangs, and materials.*
- *Standards for exterior siding material and placement.*
- *Garage treatment.*
- *Energy conservation features.*

Most of the new homes in Southwest Dixon are expected to be production housing. However, some areas of custom-home development are possible.

G1 Production housing

Traditional application of similar units and uniform building setbacks sometimes has resulted in monotony in residential neighborhoods. A variety of techniques are available to provide variety within projects.

- *Provide variations in production housing to satisfy a broad market and provide visual diversity.*
- *Several model types can be used to fit a variety of lot conditions within each cluster.*
- *An overall theme should be carried out within each cluster, allowing for a range of model types and architectural styles.*
- *Where appropriate, use variable setbacks in planned residential developments to allow a variety of lot sizes and housing arrangements.*

G2 Custom homes

As part of the housing mix in Southwest Dixon, some custom residential lots would be desirable.

- *Design custom-built homes to blend with their surroundings.*
- *Custom homes ~~generally should be placed on~~ are encouraged, particularly on larger lots, to allow for a diversity of design styles.*

F5 Security

How people feel about their neighbors, and how they believe their neighborhood reflects their values, will influence the degree to which they will actively participate in protecting their neighborhood. Site design is one of many factors that can contribute to safety and security.

- *Police protection should be a key design consideration, with satisfactory visibility of building entries in particular.*
- *Provide for supplementary security guard surveillance as needed in areas used by the public. Informal surveillance by residents should be encouraged.*
- *Entrances to individual housing clusters should be highly visible and clearly marked.*
- *Provide lighting in areas of night use.*

Section H

Multi-Family Residential Design

Because of the higher densities of townhouses and apartments, special design consideration is needed to assure a high-quality living environment for these dwelling units. In particular, convenient access to open space is important.

H1 Planning concepts

Innovative design is needed so that multi-family residential projects can blend into the dominant single-family orientation of Southwest Dixon.

- Group buildings to create effective outdoor space. Building complexes should not turn their backs on the street, but should present an attractive street facade. Entrances onto the street are encouraged.
- Encourage a mix of multi-family dwellings which includes ownership units (condominiums) as well as apartments and rental townhouses.

H2 Building design

With higher densities, special design treatment is needed to maintain visual quality and to protect privacy of residents.

- *Building entries should be clearly identified and protected from the weather.*
- *~~Utility~~ Outdoor structures, such as mailboxes, fences, and carports, should be integrated into the project design. Utility areas should be screened.*
- *Privacy of adjacent residents should be an important consideration in unit orientation and window placement.*
- *Plan for security with well-lighted and convenient entries.*
- *Avoid long lines of blank garage doors.*
- *Articulation and massing are particularly important to avoid bulky, barracks-like structures. Use dormers, gables, building offsets, balconies, porches, and other articulation techniques to enhance appearance of multi-family buildings.*

H3 Common open space

Since individual outdoor living areas are limited for multi-family units, access to common open space is essential. Central recreational facilities help to create a high-quality living environment. The City's Zoning Ordinance provides density bonuses for provision of open space under certain conditions.

G3 Innovative design features

The Specific Plan encourages residential design features which will enhance the streetscape, encourage neighborhood sociability, and avoid monotony in building design.

- Design features such as bay windows, which add to articulation of the front facade, are encouraged.
- Front porches are encouraged, and may extend into the front setback a maximum of five feet where basic City performance standards for fire access and intersection visibility are satisfied.

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- *Each multi-family residential project should include significant private common open space. Include children's play areas, unless the development is designated for senior housing.*
- *Provide convenient access from all units to common open space.*
- *Make provisions for long-term maintenance of private open space by a homeowner's association or other means.*

H4 Landscaping and parking areas

Building design should be closely coordinated with landscape design, to make the best use of limited landscaped area.

- *Shaded courtyards, arbors, and trellises are encouraged to extend building design into the landscape and to provide visual interest.*
- *Provide street trees and parking lot landscaping in keeping with Section 12.26 of the Zoning Ordinance.*

H5 Outdoor space for individual units

Individual outdoor living space, even if limited to a balcony or small patio, adds to the quality of an apartment or townhouse unit.

- *Encourage private outdoor living areas for residential units in Southwest Dixon.*
- *As a suggested guideline, ground level patios or terraces for multi-family units could be single- or multi-level and contain a minimum flat area of 200 square feet.*
- *Upper story decks should preferably have a minimum area of 70 square feet.*

H6 Outdoor storage and mechanical equipment

Utility companies (electricity, gas, telephone and cable television) need to have ready access to their lines and equipments. However, above-grade transformers, valves, meters, and relay boxes are often placed in conspicuous locations, detracting from otherwise pleasant views.

- *Enclose or screen outdoor storage areas and mechanical equipment.*
- *Garden sheds, pool equipment enclosures, and trash storage areas shall be placed in unobtrusive locations.*
- *Trash receptacles shall be placed in walled enclosures.*
- *Above-grade transformers, irrigation valves and controllers, gas and electric meters and valves should be accessible, but should not be placed in the immediate foreground of any site or building.*

